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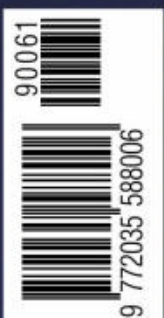
Superyacht

international

DESIGN: STRANGE BOATS BY GLIDER YACHTS
CANTIERE DELLE MARCHE: A RECORD YEAR
TECHNICAL: CRUISING ON AN AIR BUBBLE
LYNX YACHTS: HEADING TOWARD EVOLUTION
VSY: WILL HYDROGEN FUEL THE FUTURE?
BENETTI YACHTS: A FULL SEASON
CANTIERI DI PISA: AN APPRECIATED RETURN



MANGUSTA YACHTS MGS54 EL LEON
ARCADIA YACHTS A105 RJ
CBI NAVI STELLA DI MARE
PERINI NAVI SEVEN



TANKOA YACHTS - S701 SOLO



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A black and white photograph of a yacht's mast and upper hull section, with the sea and a cloudy sky in the background. The mast is white with a dark stripe, and the hull is dark with white stripes. The Benetti logo is in the top right corner.

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ACTING TOGETHER PAYS OFF

One of the most debated topics among yachting operators is the one regarding the effective commercial value international yacht shows possess. The points of view are invariably diverse, at times even antithetical. It is in fact quite understandable that an accessories producer wishes to jump at the opportunity to concentrate his business contacts in the same place and in the same days which would otherwise translate in more diversified trips over longer periods. But it is equally plausible that a large shipyard which is more intent in consolidating the brand's image by exhibiting a considerable part of his fleet to visiting parties worries about the weight of the enormous costs involved for a stand dedicated to business-to-consumer contacts, especially when taking into account the fact that the number of yacht shows has increased tremendously so as not to say they're too many. Related expenses are in fact many and in addition to the more obvious ones (for example the ones pertaining to the surface area of the ground used or roundtrip transportation costs from yard to yacht show and back) there are loads of others as well that are albeit less important but are nevertheless becoming more difficult to accept: they're principally the ones concerning collateral services without which it is impossible to do anything. There is one I particularly wish to highlight which occurred during the beginning of the latest Miami

Boat Show (this happens elsewhere as well), which caused a real wave of justified open rebellion, headed by a renowned Italian shipyard. It has to do with the transportation of material inside the Show's grounds: in a nutshell everything which is necessary to setting up any stand, yes because any foreign carrier coming from anywhere abroad is obliged to unload at the entry gates and hand over what he is carrying to an organisation which has an exclusive contract and is therefore the sole carrier allowed to perform inside the premises. The excuses alleged regarding this procedure have been practically wiped out by the sums requested: a little under 200,000 dollars for a few hundred metres! It appears the above mentioned yard had no difficulty in convincing Italian colleagues to team up together to request a less outrageous and costly treatment while being prepared to leave and desert together which would downgrade the high level American boat show to little more than a local fair. On the other hand this is exactly the sort of pressure Italian shipyards acting together as a whole – and only as a whole can realistically exercise on international yacht shows, to impose their conditions and not as often happens having to endure those imposed by others.

Corradino Corbò





Italy

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131 Yacht

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beyond yachting limits

Español island,
Galapagos

S 0° / 57' / 13.569"
W 90° / 57' / 56.166"

I am fully convinced that species are not immutable; but are descendants of some other and generally extinct species. Natural Selection has been the main means of modification.
Charles Darwin, On the Origin of Species.

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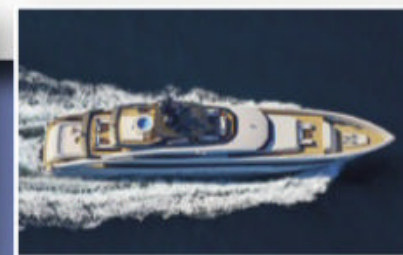


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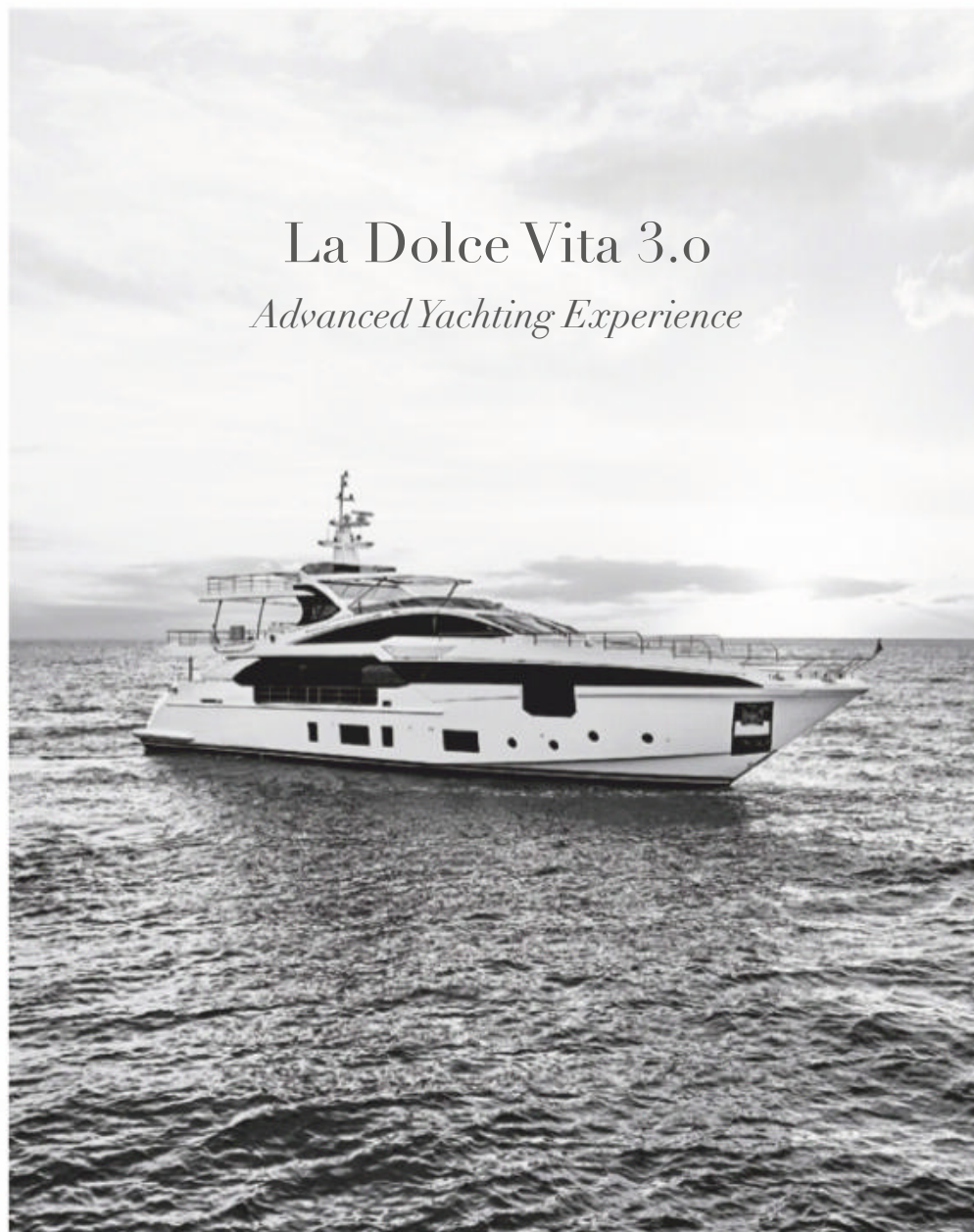
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BAGLIETTO

Superyacht NEWS

40 M RPH

Will hit the water in 2012 while the new 40 metre RPH (raised pilot house) by Baglietto is still wrapped up in mystery. The

only clue being at this point in time: a tiny image of the exterior design work initialled by Horacio Bozzo from Argentina who's living in Italy. What we know to date is that the yacht which will be all in aluminium, will be sporting interior layouts drawn up by naval architect Achille Salvagni.

Michele Gavino CEO at Baglietto commented: "We're proud of this special all custom project, which is a further step forward toward that special degree of excellence in build which represents our efforts' first and foremost goal and is further proof of the will our yard has in perpetrating technical renewal while developing naval engineering".

For further information: Baglietto; Viale San Bartolomeo 414, 19126 La Spezia, Italy; tel. +39 0187 59831; www.baglietto.com baglietto@baglietto.com

ROYAL HUISMAN PROJECT 404

Royal Huisman has recently revealed preliminary project design work of a new 59.7 metre highly performing sloop rigged superyacht which will be built in Alustar with carbon fibre superstructure. This Dutch yard called for Malcolm McKeon Yacht Design studio's contribution in carrying out naval architecture and all of the exterior design work, while French interior designers from Maison Liaigre will be handling the interiors.

The yard has yet to reveal more details, it has revealed the new 59.7 m sloop will be technologically highly innova-

tive and more so in terms of rigging and where integrated manoeuvring systems are concerned to ensure desired all round hi- performance.

For further information: www.royalhuisman.com

TECHNICAL DATA

LOA: 59.70 m – Guests: 12 – Crew: 10 – Naval architecture: Malcolm McKeon Yacht Design – Interior Design: Liaigre – Construction material: Alustar and carbon composites – Class: Lloyd's-MCA – Year of delivery: 2022.



IMPULSIVE / THINKING



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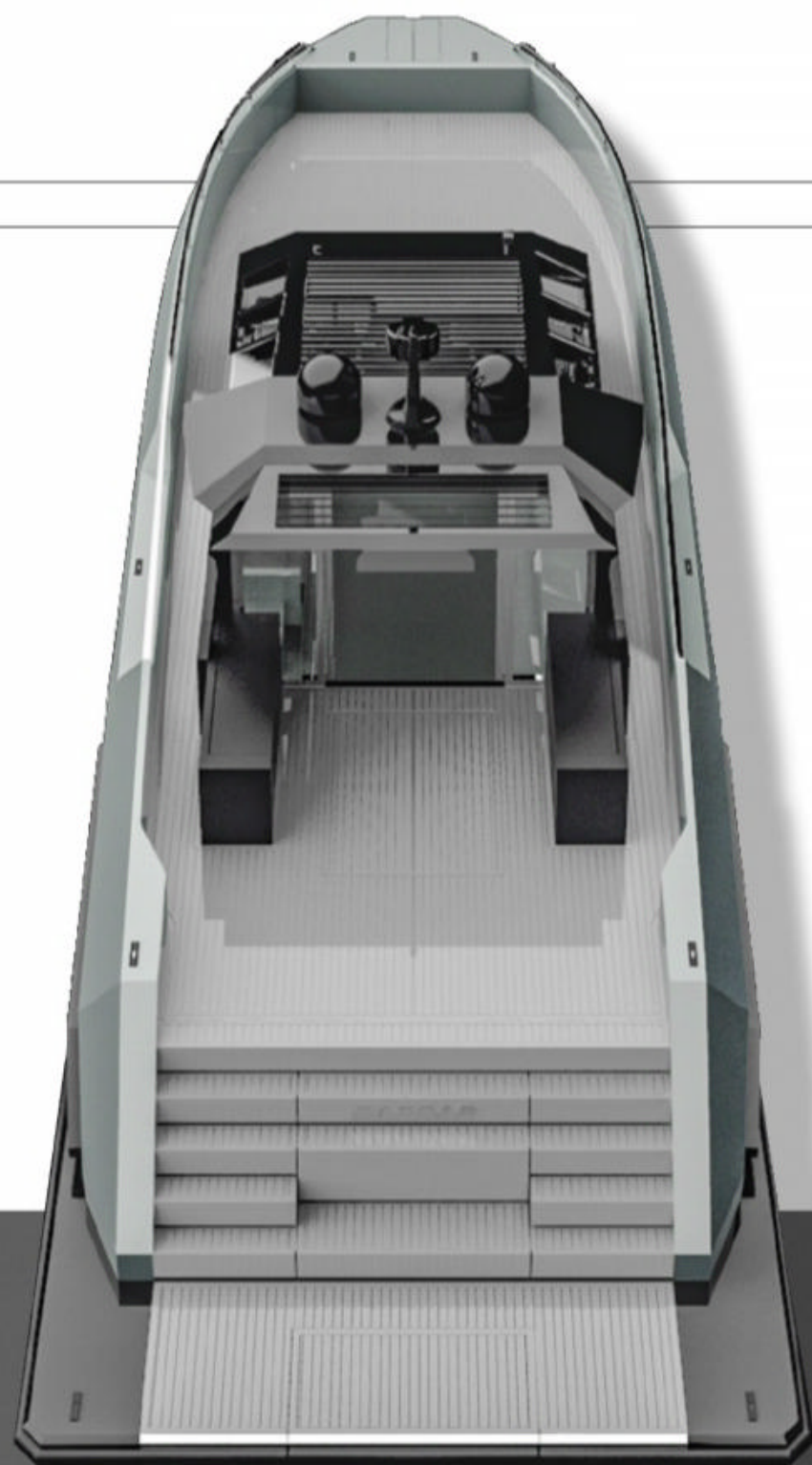


PERINI NAVI
A STYLE OF MIND

Turkish yard Mazu Yachts has recently announced the sale of the first Mazu 82 the yard's flag ship. The fleet is made up of the following: 38', 42', and 52' models all of them share the same company policy which privileges life "en plein air".

The 82' has been requested by a Turkish owner and is fruit of a team effort involving yard founder Halit Yukay and designers Tanju Özelgin and Parlak Kirmizi. The superstructure is lined with ample window like ports yet it is on the small side by comparison to many other motor yachts of the same size so as to highlight and privilege the exteriors where deck spaces are well protected by substantial bulwarks.

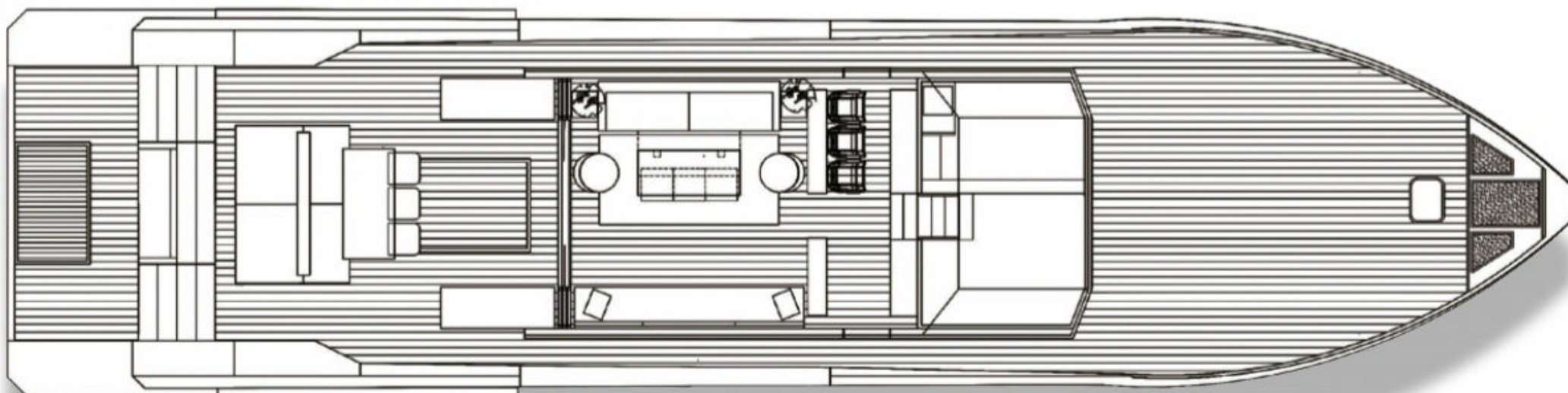
Three IPS 1350 engines guarantee a top speed of about 40 knots and thanks to clever design work there's more dedicated space in the cabins. Below deck we find a generous owner suite which runs full beam across situated amidships with dedicated bathroom and walk in ward-



robe. Guest lodgings foresee a VIP cabin, a double each with dedicated bathroom. The dining area and galley are also along this same deck while the crew' lodgings are well aft in the stern with independent access.
For further information: www.mazuyachts.com

TECHNICAL DATA

LOA: 24.50 m – Beam: 5.90 m – draught: 1.60 m – Displacement: 50 tons – Engines: 3x1.000 HP Volvo Penta IPS 1350 – Top speed declared: 40 knots – Cruising speed: 35 knots – Fuel tank capacity: 4,500 litres – Construction material: Carbon fibre.



PRINCESS YACHTS

Superyacht NEWS

X 95

In the course of thorough restructuring at Princess Yachts UK, this renowned British yard has initialled an agreement to work with Pininfarina a famous Italian design studio. The small R35 is the first born from this joint team work. It is, all things considered revolutionary as well as being technological also thanks to an evolutionary hull design contributed by BAR which sports loads of experience in developing America Cup yachts. The second model off the chocks, like the first further diversifies Princess Yachts range which is set upon renewing preceding yachts and superyachts, we're looking at the X95 which in Anthony Sheriff's own words - Executive Chairman, at Princess yachts " goes beyond and breaks the mould of traditional yacht design.

The unique open plan architecture is brought to life through our design partnership with the legendary styling house Pininfarina. The layout provides 10 per cent more outdoor space and 40 per cent more indoor space than a traditional motor yacht. This leap forward in space and versatility mirrors recent innovations from luxury auto-

motive brands which have developed crossover models". In fact the X95 represents in nautical terms precisely that which crossover models are for the automotive industry, a craft which features liveability and versatility while differing from traditional "navette" displacing small ships, or from off road 4WD vehicles while it delivers enhanced comfort and great performance thanks to a pair of 1,900 HP MAN engines which should propel the X95 to more than 20 knots, with a generous range thanks to a hefty fuel tank. The X95 is the first model of the X Class. Several different interior layouts are available and so is the choice of the materials.

One of the layouts situates an owner suite along the bow end of the main deck and with open plan architecture aft towards the stern which comprises a fully equipped galley, wet bar, dining area and a welcoming saloon area, while another solution sports a larger saloon area which is achieved by moving the galley alongside of the dining area forward in the bow area taken up in the previously mentioned version by the owner suite.





TECHNICAL DATA

LWL: 29.11 m – Beam: 6.77 m – Draught: 2.01 m – Displacement semi laden: 104 tons – Fuel tank capacity: 13,400 litres – Water tank capacity: 1,805 litres – Engines: 2x1,900 HP MANV12-1900 – Top speed declared: 26 knots.

Princess Yachts

Superyacht NEWS
X 95

Below decks both solutions offer a large full beam cabin amidships which can double as a master cabin for the owner, two guest cabins with twin beds and a VIP in the bow area all with dedicated bathrooms. Aft of amidships and of the engine room there are the crew's quarters. The fly bridge can be partially closed off and can be equipped with AC/DC while sporting remarkable views of the surroundings, it also houses a modern helm controls station and two open air areas forward and aft of it. The bow area is equipped for tan fans with plenty of sun pads and a lounge area in which to relax while the one aft is dedicated to sheltered convivial moments away from head winds.

For further information www.princessyachts.com



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HEESEN YACHTS

Superyacht NEWS

PROJECT AQUAMARINE

Project Aquamarine is the first unit of the renewed 5000 Aluminium Class the same one of yachts like “Van Tom”, “Monaco Wolf” and “Satori”. The new project differs somewhat mainly below the waterline where Van Oossanen Studio architects and primarily the yard’s technicians redesigned waterlines to obtain greater efficiency. The transom was raised to insert the tunnels in which to house the required drives. This way 12% gain in hull efficiency was gained and maintained throughout the entire speed range also thanks to a pair of interceptors. Furthermore the new design work reduced draught to 2.15 metres. This way Project Aquamarine is safe to cruise shallow-

er waters like those commonly exploited in the Bahamas. So as to reduce toxic emissions, Heesen Yachts has foreseen the installation of new generation MTU 16V 4000 engines that are specially eco- friendly thanks also to the deployment of SCR (Selective Catalytic Reduction) devices in addition to special filters installed onto the gen. sets. The outcome is that Aquamarine is the first under 500 GT yacht which is IMO Tier III compliant.

The exterior design work is again by Frank Laupman’s historic Omega Architects studio which borrowed some of what the team had already carried out on 65 metre “Galactica Star”





sporting a neat integration between hull and body. The converted stern area housing new drives, now has space enough for a multi-purpose garage in which to stow a tender or deliver loads of extra space for the beach club by literally doubling the size of it.

The interior decor by Cristiano Gatto is appreciably Japanese. The interior layout comprises sleeping accommodation for twelve counting the guest cabins below and the owner's suite along the main deck.

The yacht is scheduled for delivery in January 2021.
For further information: www.heesenyachts.com



MANGUSTA

Superyacht NEWS

GRANSport 33

Overmarine Group presented project design work of their latest model the Mangusta Gransport 33 in the course of the latest Miami Yacht Show which is the entry level of the fast cruising line built by the yard in Italy. This new yacht drawn up by Alberto Mancini shares the same overall lines and project design as the larger models.

While not betraying the sporty looks typical of the yard's production, the new line differs from the open maxis which greatly contributed in making Mangusta famous internationally as it offers considerable range by comparison and a harmonious mix of extra spaces above and below decks as well which translate into ocean crossing capacities.

The new design features some of the traits seen already on 54 metre "El Leon" which well dissimulate considerable volumes while underscoring sleek and sporty looks. The interior decor can be entirely customised according to owners' wishes by Overmarine Group's interior design & decorating team. This first model presented in the course of the Miami Yacht Show sported an at-

tractive "Italian style" to match the GranSport 33's racy looks.

The distribution of the interior layout was widely appreciated, the choice of situating the owner suite along the bow end of the main deck separated from the remaining four guest cabins distributed along the lower deck proved a winning solution. The crew's quarters are situated further along the same lower deck but obviously with separate access.

There's plenty of room up on the fly deck and loads of space in the bow area of the main deck which houses a Jacuzzi tub, a sun bathing area as well as a lounge / "al fresco" well furnished dining area.

The engine room is impressive with as many as four Volvo Penta D13 IPS 1350 engines each developing 1,000 HP. This choice wanted by the yard translates into saving space which has been



devolved to gear and toys for the perusal of the owner and his guests while diminishing fuel consumption and increasing performance in terms of speed. In fact the yacht reached a top speed of 26 knots during trials, the Gransport 33 is compliant to IMO Tier III and EPA Tier 3 norms. Albeit there is another reason for which the yard chose Volvo Penta IPS engines, they feature considerably less draught which makes them ideal also when cruising shallow waters like in the Bahamas and Hamptons.

In addition to several other navigational aids the GranSport 33 which is due to hit the water next year in 2020 will be equipped with a Humphree stabiliser system made up of four electrically operated fins and as many active interceptors. When berthing or stopping in addition to the standard Volvo Penta joystick solution it will be possible to deploy dynamic positioning system which enables the yacht to hold its position without lying to an anchor.

For further information: Overmarine Group (Headquarters); Via Marina di Levante 2, 55049 Viareggio (LU) Italy; tel. +39 0584 389364; www.mangustayachts.com – info@mangustayachts.com



TECHNICAL DATA

LOA: 33.30 m – Beam: 7.40 m – Draught: 1.90 m – Engines: 4x1.000 HP Volvo Penta IPS 1350 – Top speed declared: 26 knots – Guests: up to 12 in 5 cabins – Crew: 5 in 3 cabins – Exterior Design: Alberto Mancini/Overmarine Group.



DYNASHIP YACHT DESIGN

Superyacht PROJECT & DESIGN

NAUTILUS 650

Dynaship Yacht Design unveiled the concept design for the Nautilus 650, an explorer yacht which comes close to looking like an oceanographic research ship. Franco Gnessi founder of this design studio developed the project design work with the desire to go beyond the idea or prejudice that justifies the following: "It is uncomfortable because it is extreme" to arrive to "extremely

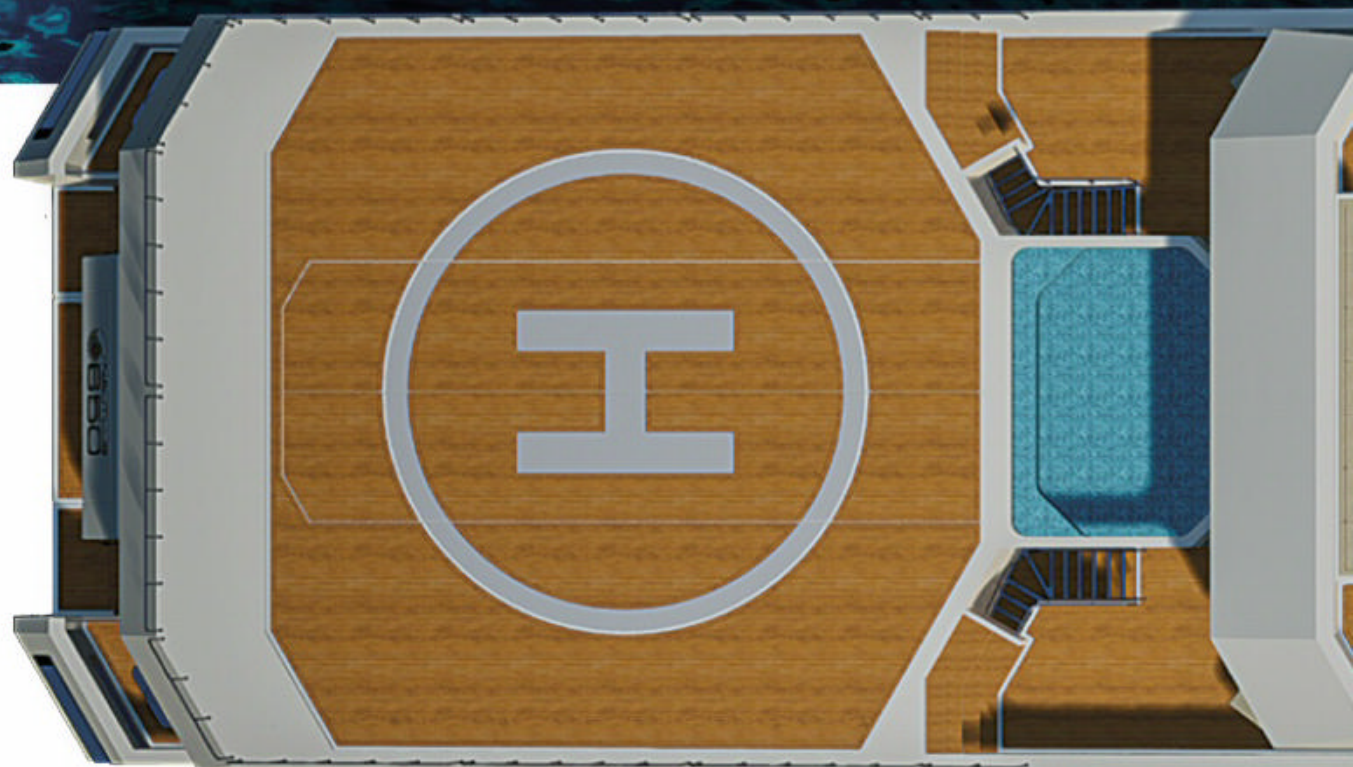
comfortable but extreme".

In actual fact for all intentions and purposes we're looking at a "wanna be explorer" - a superyacht which looks like and sports the technology typical of an explorer model but with loads of extra gear and devices to be entertained with over long passages away from land. Aesthetically speaking it possesses all the

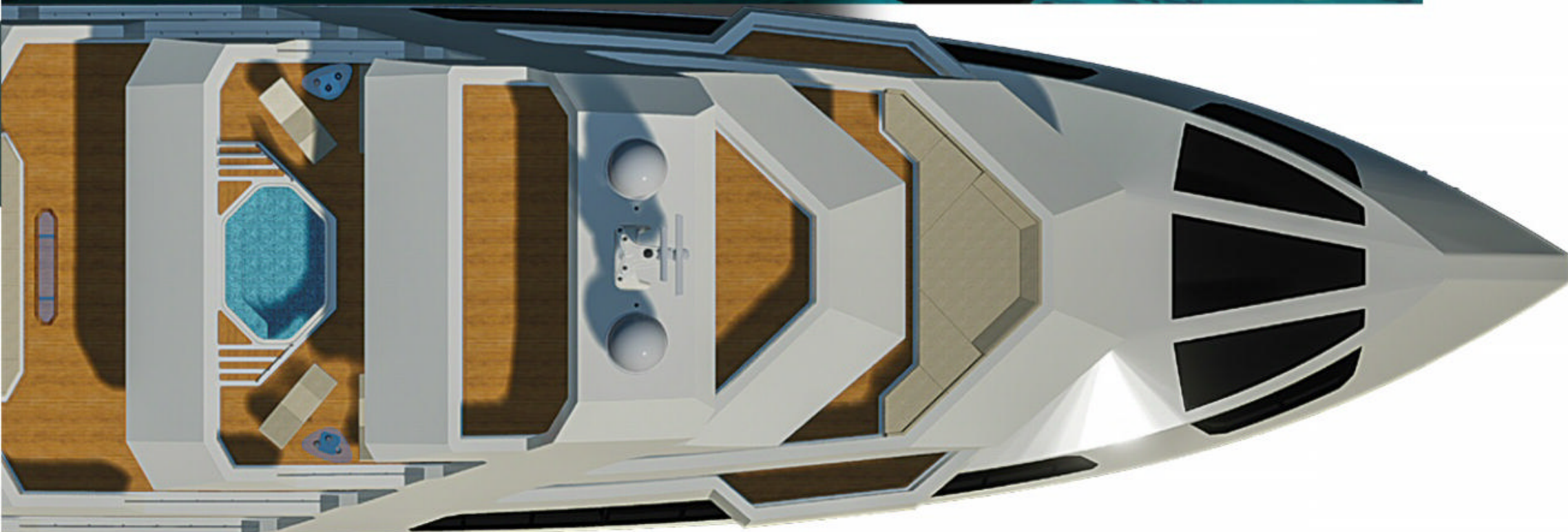
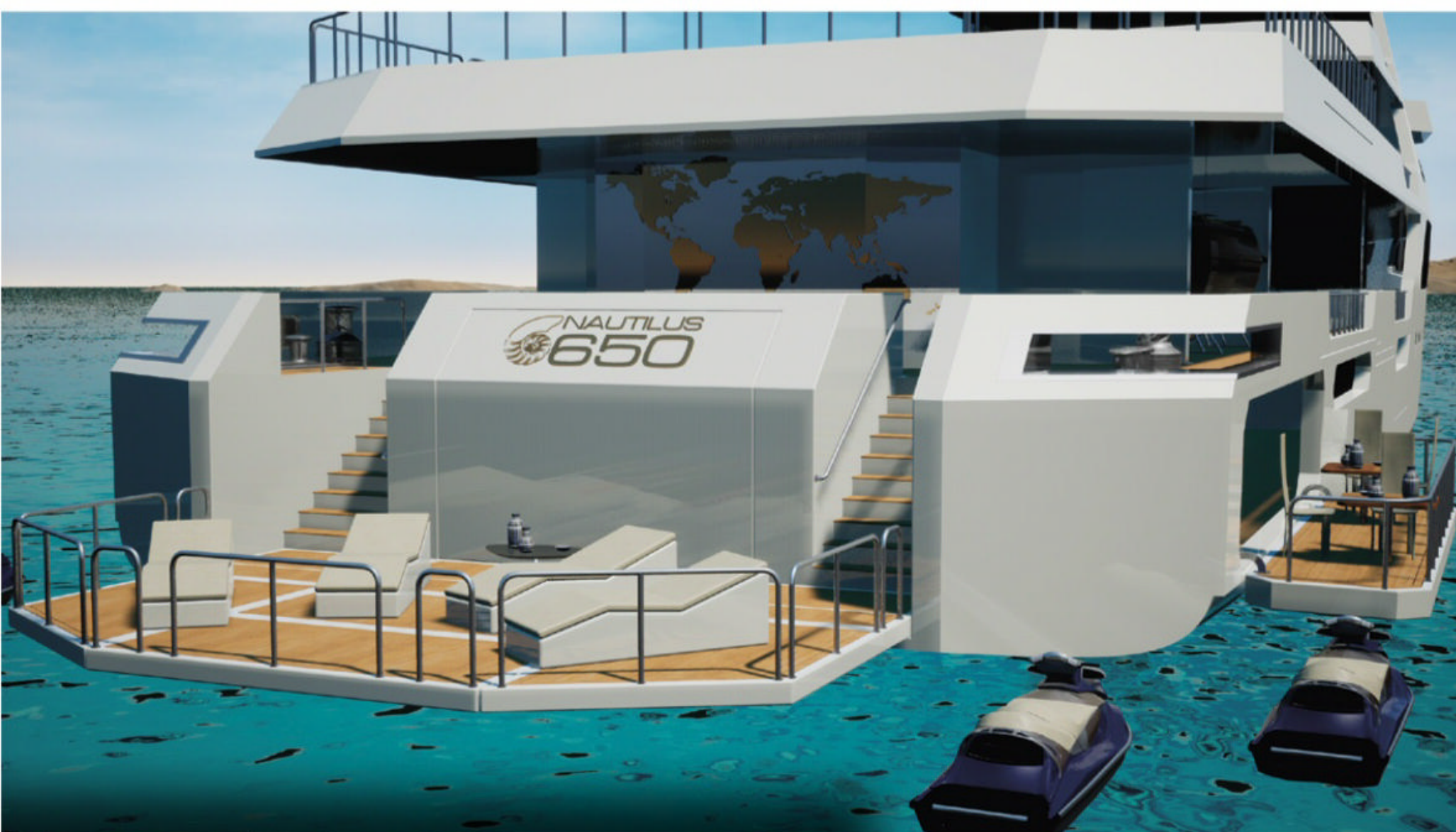


TECHNICAL DATA

LOA: 68.29 m – LWL: 64.85 – Beam: 14.35 m –
Draught: 3.50 m – Gross tonnage: 1,900 GT – Top
speed declared: 17 knots – Recommended cruis-
ing speed: 15 knots – Guests: 12 – Crew: 18



requirements to pose like a typical working research ship, with the bridge, helm controls station and more shifted well forward in the bow section which leaves room enough aft in which to host tenders, a helicopter pad technical areas and more. In fact Nautilus 650 can effectively host a 3,500 kg 'copter and an 11.5 metre tender. And there's plenty more space for a small subma-



Dynaship Yacht Design

Superyacht PROJECT & DESIGN

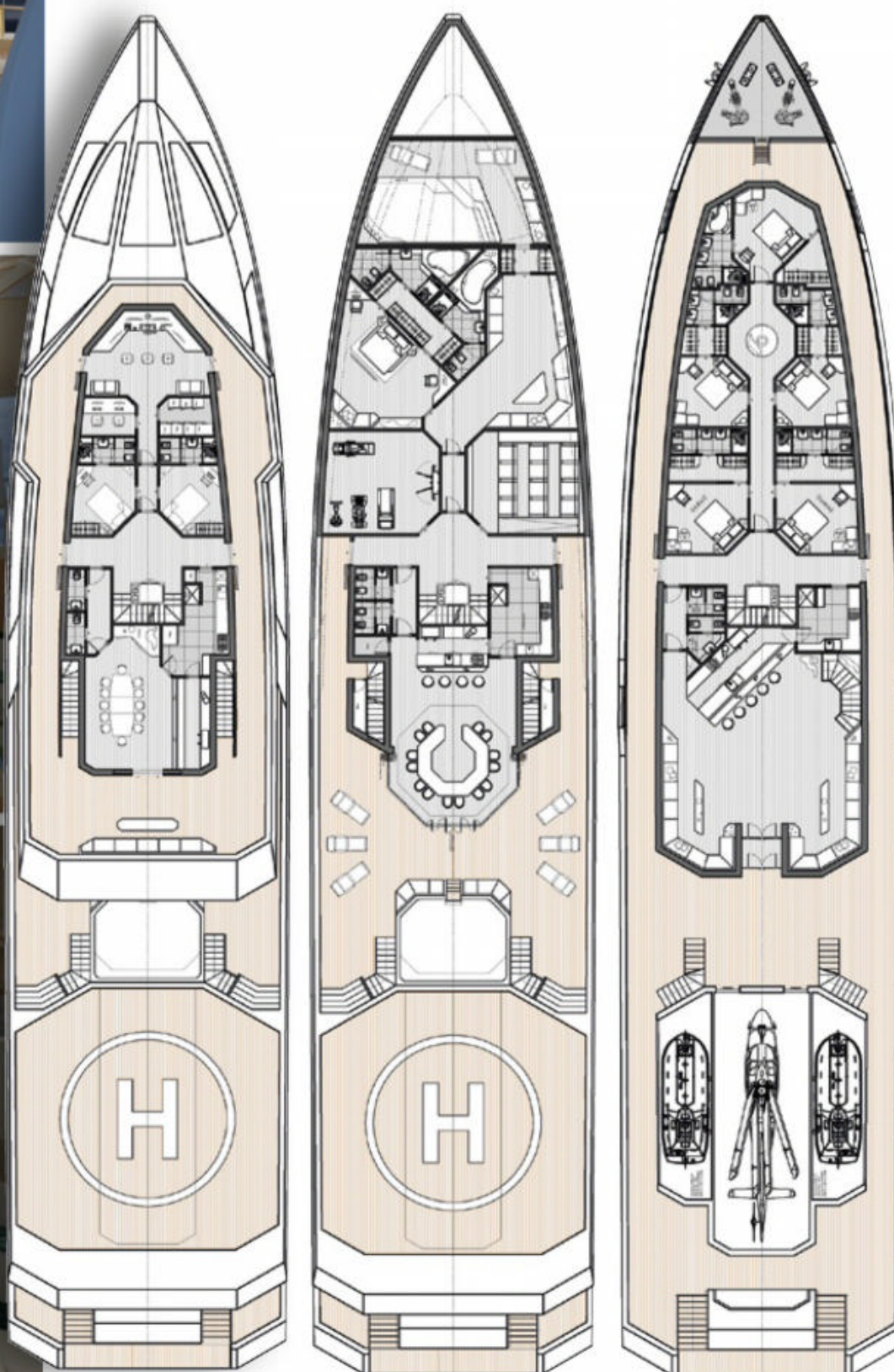
NAUTILUS 650

rine, jet skis, more RIBS and Solas life rafts.

The space available below decks for the owner and guests is of approximately 3,000 square metres. In addition to several convivial areas and lounges there are two swimming pools installed in the open, six cabins for guests of which one the owner's sports

another pool but inside. It's equipped with large panoramic window like ports from which it is possible to contemplate night skies, or a breaking dawn and more while immersed in warm water. A yacht of this size needs competent and plentiful crew with whom to cross oceans with safely while enjoying great comfort. Nautilus 650 will offer as many as 11 crew cabins for a total of 18. The captain's quarters are situated close to the helm controls station. As for the engines: A pair of diesels capable of delivering 3,000 KW, enough to reach a top speed of 17 knots and a recommended cruising one of 15, with a range calculated in terms of 40 days with no stopovers.

For further information: Dynaship Yacht Design; Via Filippo Corridoni 59, 04100 Italy; tel. +39 0773 474745; www.dydxl.com info@dydxl.com



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OCEAN KING

Superyacht PROJECT & DESIGN

OCEAN QUEEN 150

The Ocean King shipyard in Chioggia Italy has presented an all new project design of the Ocean Queen 150 which differs from the rest of the fleet inasmuch as it has been endowed with lines which befit a cruising pleasure yacht rather than an explorer model. Watermark Design in Venice has contributed to the project. Ocean Queen 150 is built in steel and aluminium with three decks over a displacing hull propelled by a pair of Caterpillar 1,650 HP. Her top speed is of 15.5 knots, at cruising speed she carries fuel

enough to cross oceans. Built for extended cruising without calling at ports this yacht has ample spaces dedicated to recreation and areas in which to relax. They are comprehensive of a beach club area, which when opened out serves as launch and recovery for a seven metre tender and 2 or 3 jet skis. The interior layout has accommodation for up to 12 in 6 large suites with the owner's situated along the main deck which also contains an office/study which can double as theatre with a large screen, his/her twin bathrooms,



in addition to the crew quarters with separate access and accommodation for 9 crew. Alberto Ballarin senior partner of cantieri navali di Chioggia, owner of the Ocean King brand commented as follows: "Ocean Queen 150 has been developed on the basis of a client's request with the specs. of a spacious luxurious family yacht capable of cruising in absolute comfort with all the same plants and devices installed into the most recent superyachts, while she will stand out of the chorus line for her lovely external lines in every marina between St. Tropez and Portofino. For further information: Ocean King; Loc. Val Da Rio, 30015 Chioggia (VE); tel. +39 041 5541886, fax +39 041 5541889; www.oceanking.it – info@oceanking.it



TECHNICAL DATA

LOA: 45.70 m – Hull length: 41.00 m – Beam: 9.00 m – Draught: 2.60 m – Gross tonnage: < 500 GT – Fuel tank capacity: 70,000 litres – Water tank capacity: 12,000 litres – Engines: 2x1.650 HP Caterpillar 3512 – Top speed declared: 15.5 knots – Recommended cruising speed: 13 knots – Interior & Exterior Design: Watermark Design – Engineering: Innave – Class: Malta Cross Hull, Dot Mach, Y, Unrestricted Navigation-MCA Compliance LY3.



CRN

Superyacht PROJECT & DESIGN

PROJECT SHE

"She" is the chosen name for CRN's 70 metre project, a total "custom" developed by the yard's technical design team with Vallicelli Design.

In spite of her voluminous five decks, "she" catches the eye for a graceful flowing yet dynamic looking silhouette thanks to a winning mix of know-how and styling which range from large window like ports underscored by a lengthy incision running horizontally along the top sides from the bows to the stern embracing the transom as well, to match the rounded shapes of owner and upper decks.

Stefano De Vivo Chief Commercial officer at CRN commented as follows: "She is a new project with enormous potential, charac-



terized by detail, versatility and loads of space both inside and out which has been designed by Vallicelli Design Studio with whom we've begun a fruitful venture. We're working together a great deal, on several different projects starting with this new 70 metre for which we've recently signed a contract.

Andrea Vallicelli responded: "It has always been stimulating for me to work with CRN and this project is no exception and confirms this once more. The supple flexibility of feminine shapes locked into the yacht's very name, have been a great source of inspiration and have ultimately resulted in fluid refined looking lines".

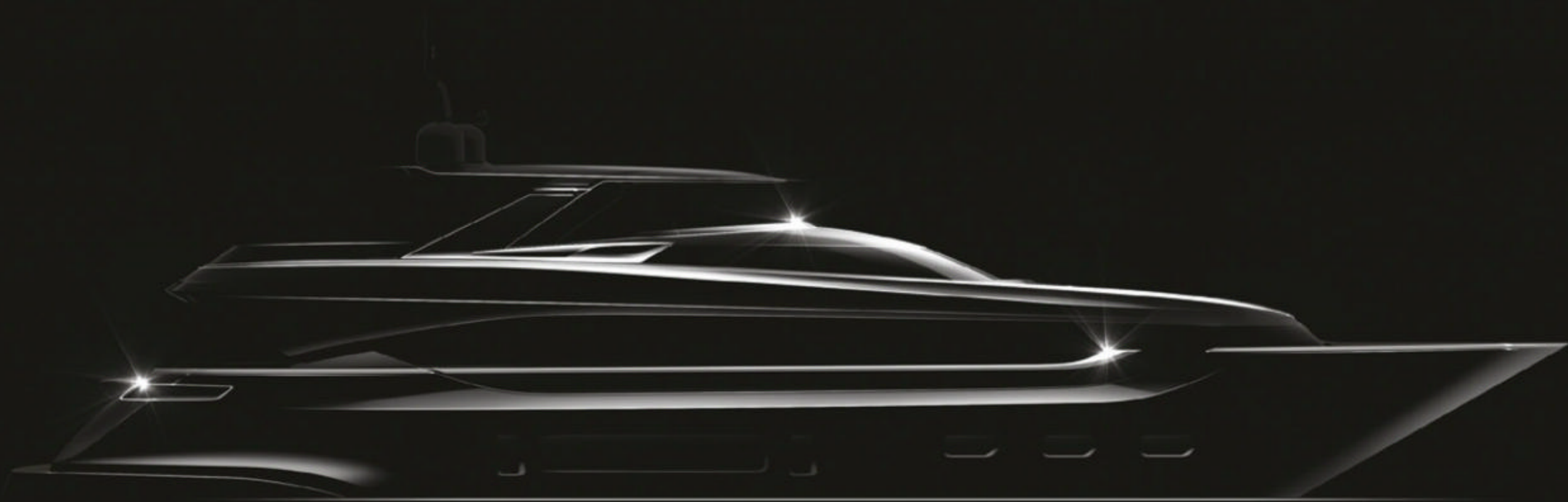
For further information: CRN; Via Enrico Mattei 26, 60125 Ancona; tel. +39 071 5011111; www.crn-yacht.com
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VGD-RDD

Superyacht

PROJECT & DESIGN

93 M FAST KETCH

After having designed “Mirabella” with Ron Holland back in the nineties, both Rob Doyle Design and Van Geest Design have joined forces again and are designing a 93 metre ketch rigged sailing yacht. The project has been designed to offer the owner and his guests a mix of characteristics which modern sailing yachts feature today, as they get closer and closer to motor yachts in terms of comfort and liveability both below decks and out in open air. The silhouette from the waterline upwards looks futuristic in spite of its considerable length. For the time being on paper, this ketch is to be equipped with technologic deck gear which will allow the owner to sail shorthanded while the layout offers plenty of contact with the surroundings. The helm controls station which will be installed on the sky deck as on many motor yachts, offers the beauty of a 360° view and deck gear such as winches, stoppers, tracks, blocks and sheets are hidden from view so as not to interfere with the overall look and above all to offer a safer and clutter free deck. Another stylistic feature is represented by large ports seemingly built into the topsides which makes them almost invisible from outside and an integrated lighting system which comprises some of the hal-yards gives way to magnificent and attractively original multiple

scenarios at night.

Rob Doyle’s hull design offers the best possible compromise between high performance, comfort and internal volumes. As for space, the main deck will sport an area of 444 square metres, 645 square metres for the lower deck which will be housing all of the guest and crew cabins. The 144 square metre sky deck above is capable of offering breath taking panoramas. Spaces in which to relax in the bows and entertain are not few and far between. A beach club area aft in the stern will comprise a sea water swimming pool as well as a hydro-massage tub.

For further information: www.vangeestdesign.com
www.robdoyledesign.com



TECHNICAL DATA

LOA: 93.00 m – LVL: 85.00 m – Beam: 18.50 m – Draught: 6.48/16.00 m – Displacement: 1,780 tons – Main mast height DWL: 95.00 m – Mizzen mast height DWL: 92.00 m – Tender: 10.00 m Open Tender; 10.00 m Limo Tender; 6.00 m Crew Tender.



OCEANCO

Superyacht PROJECT & DESIGN

105 M ESQUEL

In the course of the latest Dubai International Boat Show February last, Oceanco unveiled project design work of the 105 metre Esquel explorer model developed, the exterior styling with Bozca Design and Gina Brennan Design handled the interiors. Lateral Naval Architects and Engineering contributed in the engineering and naval architecture. Pelorus expeditions agency also contributed in providing precious input. "Esquel" from the name of a meteorite which hit the Argentinean city by the same name is designed to voyage in the remotest places on Earth. From the North Pole to the South Pole and everywhere in between, but with all of the comfort and gizmos dear to superyacht owners over long extended cruises which Oceanco is well acquainted with. Esquel's most visible feature is represented by a sturdy and mysterious "stealth" looking dark silhouette which is enhanced by a powerful aggressive Axe bow, as opposed to the streamlined shapes of the superstructure and stern area

which reveals a well lit hangar thanks to rows of glass panels containing a wellness area and pool inside, above which there's room for a helicopter pad.

Timor Bozca designer said: "Our vision is to create solutions by considering human factors, technology and aesthetics. We design everything for a reason not just for the sake of designing. We believe we must not only create for tomorrow, but also for the day after".

A truly appealing blend between an explorer model and a sophisticated superyacht, Esquel possesses the best of two worlds. In addition to the helipad this yacht boasts a 230 square metre garage in which to stow a fleet of tenders, toys and gear plus a large portion of the main deck which can house other water craft and accessories. Inside, the interior layout stands out for its versatility since it can host several cabins which convert easily into offices, rooms for seminars, studies, research labs, as well as parties and events, while the





Oceanco

Superyacht PROJECT & DESIGN

105 M Esquel

atmosphere the decor conveys is welcoming, nearly exotic in its details with the sort of furniture which recalls the conviviality and warmth typical of many homes.

London based interior stylist Gina Brennan said: "The ambition for the look and feel of Esquel's interior is geared towards depicting the life, influences and home of a young explorer. Visible will be an interesting eclectic mix of antiques and artifacts collected on his travels". Esquel will be equipped with latest generation diesel-electric, eco-friendly power house with a top speed of 16.5 knots and a range at recommended cruising speed of 7,000 nautical miles.

"In order to truly realize her expedition potential" said James Roy Managing Director at Lateral,

"Esquel's naval architecture has been executed to provide maximum redundancy for the lowest possible maintenance". For further information: www.oceanco.com

TECHNICAL DATA

LOA: 105.00 m – Beam: 17.50 m – Draught: 4.30 m – Main electric engines: 2x3,000 kW – Auxiliary diesels: 4x1,675 kW + 2x725 kW – Top speed declared: 16.5 knots – Range at 13 knots: 7,000 nm – Gross tonnage: < 5,000 GT – Class: Malta Cross 100 A1SSC, Yacht, Mono G6 Malta Cross LMC UMS-SCM, ECO, Polar Code C, DPI – Interior Design: Gina Brennan Design – Exterior Design: Bozca Design – Engineering: Lateral Naval Architects and Engineering.





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Tankoa

S701 Solo

S701 the third unit from Tankoa Yachts "Solo" was presented at the latest Monaco Yacht Show. It well represents 72 metres of sheer elegance.





“Solo” is the third superyacht launched at Tankoa Yachts’ shipyard like “Suerte” and “Vertige” launched in 2015 and 2017 respectively. “Solo” is based on the S701 platform deployed for “Suerte” but with Francesco Paszkowski Design’s studio.

“Solo’s is longer than Suerte, in fact this 69.40 metre which was delivered three years ago but based on the same technical platform, translated in having more internal and exterior space available which enhanced the beach club area, the winter garden as well as the areas dedicated to guests on the upper deck” said Francesco Paszkowski.

The new yacht which is the natural evolution of Suerte in addition to being longer sports a diverse external colour scheme along the topsides which on Solo are lower and increase sea view from inside the main saloon area and is also different in some of the interiors. “Solo has been drawn up for private use and to host charter parties” added Paszkowski. “This meant creating continuity from one to another convivial space, a precise yet flexible division which can be deployed accordingly, guaranteeing correct communication between out and in and flanked by a rigorous use of architectural principles”.

There’s accommodation for up to 12 guests in six cabins, The master suite extends over the owner’s private deck, while the VIP suite and four double cabins (two of which can convert into twin cabins) are all situated along the main deck which can offer inspiring panoramic views accordingly. When needed the owner’s private study and hair dressing/ massage room

Tankoa S701 Solo





TECHNICAL DATA

LOA: 72.00 m – Beam: 11.60 m – Draught: 3.38 m – Displacement fully laden: 1.250 tons – Gross tons: 1,600 GT – Engines: 2x1,825 kW CAT 3516B – Top speed declared: 17.5 knots – Fuel tank capacity: 162,000 litres – Water tank capacity: 37,600 litres – Range at 12.5 knots: >6,000 nm – Construction material: Steel and aluminium – Engineering: Vincenzo Ruggiero/Tankoa Engineering – Exterior Design: Francesco Paszkowski Design – Interior Design: Francesco Paszkowski/Margherita Casprini – Class: Lloyd's-RINA (MCA LY3).





can double as cabins.

“The lower deck” – Paszkowski went on to say is – “dedicated to technical areas, galley and crew quarters. On port side of the main and upper deck there are two pantries and a dumb waiter to ensure prompt service on both levels. The crew can go about their chores through separate accesses and passage ways so as not to interfere with guests.

The interior decor is carried out according to the owner’s requisites by Paszkowski and Margherita Casprini. Their joint work results in a harmonious equilibrium of matching tones inside which contrast with the exteriors. Natural material deployed in the upholstery as well, offers harmony to modern, refined and welcoming yet minimalist areas. To obtain much of this all the marble on board (Forest Black Antique from France, Cappuccino from Rajasthan, Striato Elegante Honed from India and pure White Onyx from Mexico) with the exception of the onyx have an eggshell finish just like oak essences deployed in the wainscoting to contrast Macassar ebony which sports a glossy finish.

The uniqueness of the interior decor tops at the main stairway area where the crystal white onyx of the steps blends with the whitened seasoned oak coming from a 300 year old Norwegian farm which is deployed along the bulkheads and apparently the sauna sports wood salvaged from a medieval castle in Finland.

Most of the interior’s furniture selected comes from top Italian brands. Chairs, armchairs sofas are from Fendi Casa, lights and lamps from Altraluce, O luce, Penta Light and Fontana Arte, bar stools are from Cedrimartini. Outside the seating is supplied by Kettal and Tribu, and lights by Palagi.

The main elements installed on Solo are the following: the owner’s private area possesses a media room/ private study boasting floor to ceiling window like ports offering a 180° view, a sky light and direct access to distinct external lounge areas with sun awnings a Jacuzzi with Bisazza mosaics. The touch and go helipad certified to 4.5 tons, the beach club furnished with sofas, wet bar, television set, bathroom, Technogym equipped gym and wellness area, a

Tankoa S701 Solo



six metre swimming pool installed in the stern with pop up Television screen, a semi-integrated Boëning paperless helm controls station.

“Solo’s interiors have been a real challenge to us. Right from the drawing board initial phase we clearly expressed our desire to produce and deliver a yacht which could be on par with the best in the world, most of which are built in Germany and in Holland” said Michel Karsenti, Sales & Marketing Director of Tankoa Yachts, “ And Solo is thrusting Tankoa towards new heights....It is not only an astonishing yacht, it is also the most efficient yacht I have ever been on”.



When fully laden Solo displaces 1,240 tons, is powered by a pair of Caterpillar 1,825 KW engines can top 17.0 knots possesses a wonderful hull design developed by professor Ruggiero, it can cover 7,000 sea miles at ten knots with one generator working and with 195 litres per hour it can cover 4,000 sea miles at 15.7 knots and 3,000 sea miles at top speed.

"Solo is a hi-tech eco-friendly yacht with HUG technology applied to its gen. sets to prevent rising smell which could reach the beach club area and to prevent the blackening of the sides with smoke, with Eco Spray SCR applied to the engines to reduce polluting emissions as well as a CO2 monitoring system which allows the captain to find optimal speed while further reducing noxious emissions. Solo complies to norm B5th to reduce to a minimum loss of fuel in case of lateral collision.

For further information: Tankoa Yachts; Via Cibrario snc, 16154 Genova Sestri Ponente; tel. +39 010 8991100, fax 010 8991118; www.tankoa.it – info@tankoa.it

Tankoa
S701 Solo





HOW TO CALL THEM?

Superyacht DESIGN

STRANGE BOATS BY GLIDER YACHTS

byi Andrea Mancini

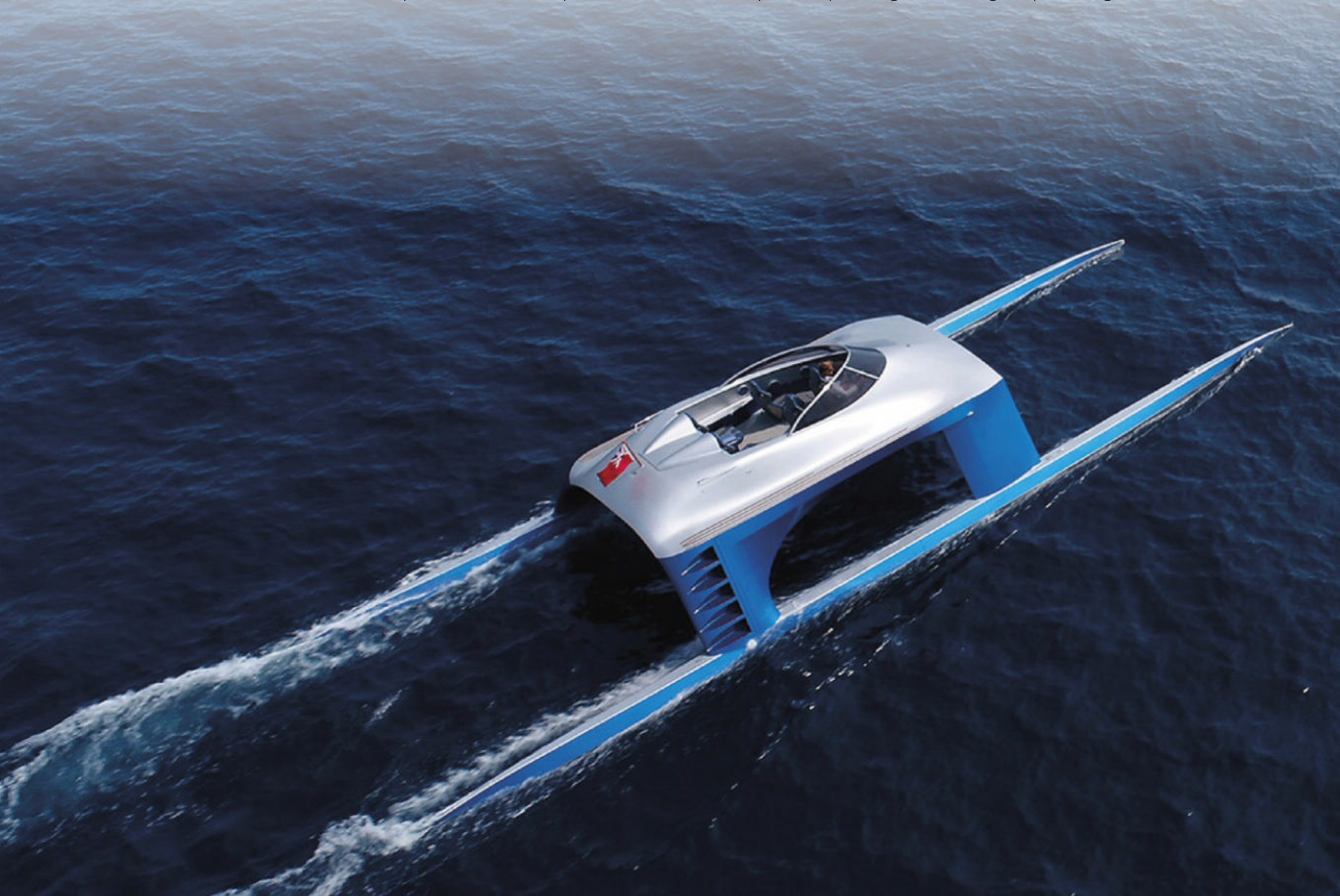
You might ask yourselves what on earth are these strange floating objects which look half way between a space ship and a huge dragonfly? Should we still refer to them as boats? Or do we want to call them gliders as the name Glider Yachts suggests? Incidentally it is the name of the British firm producing them.

Please yourselves. In any case in spite of the way they look they'd puzzle anyone, since these strange objects are not a mere exercise in styling nor are they mere designers' fantasies set on being noticed. As you can clearly see from the pictures printed herein, Glider Yachts are real, they float and sail!

In actual fact Managing Director and designer at Glider Yachts Rob McCall launched his first GliderYacht the Super Sports 18 (SS18) a couple of years ago and it has been cruising ever since. Admittedly it took all of nine years to get things right and to launch this 18 metre catamaran developed with the most advanced technology derived from formula 1 racing cars and from the aerospace industry which enables it to cruise safely and comfortably at more

than 50 knots.

Yes over 50 knots it's no misprint! The strange shape and resemblance Glider Yachts possess was in fact devised to revolutionize the way of shuttling owners and their guests to and from their large yachts. We're talking about superyachts measuring over 50 metres into which a Glider Yacht can be stowed with other service craft, water toys and more. Probably it will rank as the most expensive in the collection but it will be the fastest. The Glider has been specially devised to shuttle passengers at great speed but without the bumpy ride that goes with speedy traditional planing hulls that grow increasingly uncomfortable above the 30 to 40 knot range. In practical terms imagine that with a Glider Yacht like the SS18 you can cruise very comfortably in less than an hour from Monaco to Saint Tropez and thanks to a shallow draught you can also anchor just off the coast or even land passengers directly on a beach. All of this is do able because of the length of the two hulls themselves, they're narrow and taper off at the bow end becoming very pointed and certainly wave piercing. Four dragonfly like legs which con-




stitute the habitable cell/cockpit are mounted onto both supporting hulls, in this way the passengers will be seated sufficiently far from the sea surface and oncoming waves. Four 300 hp engines can deliver up to 1,200 hp which are needed to power up a pair of hydro-jets delivering a top speed of over 50 knots. The power from two of the four engines is enough to cruise up to 30 knots. And we're still on the Super Sport (SS18) model which is basically the entry level of the range. In fact Glider Yacht is finalising project design work on a Hyper Sport model with two 300 hp engines with turbines which translate into an astonishing 3400 hp model capable of reaching more than 100 knots.

While the 18 metre is the company's entry level sporting an open air cockpit which can shuttle 4 only excluding the pilot, the Super Sports Limo. 24 metre model (SL24) is foreseen with a carrying capacity of 12 guests in a closed cockpit and two crew, plus a bar corner and a day head. In a nutshell a real super fast luxury shuttle on the water. Larger models have been envisaged as well a 35 metre which is currently on the drawing board and then on up to an 80 metre Glider. Let's just get back to some of the more technical aspects which have motivated the choice for such a "strange" or unconventional shape to the extent that during the initial phases and project design work on the SS18 technical norms related to marine sea going constructions had to be updated.

So we've got a catamaran sporting two long slim hulls: two blades in the water if you prefer, which virtually do not shift

any water as they advance and do not generate wavelets. This translates into minimal drag effect and therefore enables you to travel at very high speeds with a power to speed ratio which is still reasonable. I just wish to underscore that the energy spent in generating waves represents in terms of energy a considerable portion of drag effect. Glider declares that drag effect on their craft is on average 50% less when compared to conventional hulls of the same size. Consequently fuel consumption is proportionally less. And given the shape Glider boats sport the concept is easy enough to grasp.

Furthermore these two hulls have virtually no topsides. They resemble two long floats or torpedoes with closed off sections which support 4 wing like struts on which there's a cockpit installed a few metres above the water. This special configuration translates into great sea keeping qualities and comfort as due to their shapes the hulls don't copy waves' movements but pierce them. They're wave piercing hulls. All the while the cockpit is well off the water and the boat's movements are very dampened even in a sea and at high speed. It is no coincidence that Dickon Buckland Research engineer in the Wolfson Unit at Southampton University where fluid dynamic studies preceded tank tests declared: "This hull shape represents the best possible solution which enables to cruise at high speed in reasonable comfort". On the same topic Robert McCall said: "On the basis of several sea trials carried out in the course of eighteen months we have perceived repeatedly that by comparison to conven-



Glider SuperSport 18's two long sleek hulls when cruising are realistically blade like which hardly produce any waves. This is highlighted further when comparing wavelets produced by the SS18 to the ones produced by a conventional boat.

How to call them?

Superyacht DESIGN

Strange boats Glider Yachts



TECHNICAL DATA GLIDER YACHT						
	Superports	Superports	Sports Limousine	Sports Limousine	Gran Turismo	Gran Turismo
	SS 18	HS 18	SL 24	SLX 24	GT 35	SX E35
LOA	18 m	18 m	24 m	24 m	35.5 m	35.5 m
Beam	5.3 m	5.3 m	6 m	6 m	9 m	9 m
Draught	0.4 m	0.4 m	0.65 m	0.65 m	0.7 m	0.7 m
Engines	4 diesel x300 bhp (1200 bph)	2 diesel x 300 bhp + 2 turbines developing 1420 bph (3440 bph)	4 diesel x 500 bhp (2000 bph)	2 diesel x 500 bhp + 2 turbines developing 1600 bhp (4200 bph)	4 diesel x 660 bhp (2640 bph)	2 diesel x 660 bhp + 2 turbines x 1700 hp (4720 bph)
Top speed	43 knots	96 knots	56 knots	76 knots	43 knots	60 knots
Rec. cruising speed	24 knots	24 knots	26 knots	26 knots	24 knots	24 knots
Capacity	4 passengers + 1 crew	4 passengers + 1 crew	12 passengers + 2 crew	12 passengers + 2 crew	4 double cabins + 5 crew	4 double cabins + 5 crew

GLIDER YACHTS: THE EVOLUTION OF A CONCEPT

Glider Yachts' special configuration made up of two very long narrow blade like hulls on top of which there are four long struts supporting a cockpit is almost nothing more than an evolution from a twin hull rowing boat equipped with two torpedo like floats running parallel to one another and joined to one another with cross bars which act as base for seats. Principally used as rescue row boats off Mediterranean beaches and for recreational purposes (source Wikipedia).

In addition to the catamaran row boat there are other water craft to which this same configuration has been applied to best exploit sea keeping qualities. We're talking about penetration through fluids which entails less drag specially as speed increases and so does on board comfort and adaptability which translates into higher speeds while enjoying enhanced comfort even in a sea, thanks to wave piercing hulls which do not copy the movement of the waves but pierce them. To shed more light on what has just been ascertained Glider Yachts' adopted configuration is fairly similar to the Tûranor one (Planet Solar project) the largest ship ever to be powered with solar panels which circumnavigated the globe on solar power alone in 2012. True enough that Turanor deploys a central hull which is, in standard conditions out of the water and Glider Yachts do not possess one. What therefore works in the water are the two lateral hulls whose shapes are very similar to Glider Yachts' and offer very little drag. As for Turanor's sea keeping qualities, the same configuration deployed by Glider yachts was chosen for Proteus a 100' which was studied by Marine Advanced Research group a small party made up of Silicon Valley innovators aiming to launch Wave Adaptive Modular Vessel Technology (WAM-V). Proteus was launched back in 2007 in San Francisco. As can be seen in the picture the architecture is similar to Glider Yachts' with several differences, including comfort enhancing technology and better sea keeping qualities even if for diverse reasons. In actual fact these kinds of craft in addition to deploying wave piercing torpedo like hulls also deploy WAM-V technology which comprises dampening springs and shock absorbers to increase comfort as well as spherical joints to improve performance while cruising. In more practical terms we're talking about a boat with shock absorbers much like our motor cars. All of this translates into being operational as surveillance craft or research work also at considerable speed in heavy weather conditions where conventional boats of similar size cannot work.



Catamaran row boat



Tûranor



Proteus

How to call them?

Superyacht DESIGN

Strange boats Glider Yachts

tional boats Glider Yachts movements over waves is 70 % less. And coupled to the capacity to cruise fast it is one of the key points which are dear to us".

But who could be interested in such a special big toy? when it comes to the bottom line its purchasing price is around a million euro. Well obviously we're talking about the entry level the Super Sport 18, since the Hyper Sport is worth at least a million and a half. Figures such as these for a boat carrying only four passengers will attract only very high net worth individuals who will overlook a series of issues and not least those related to owning such a special unit. Let's talk about stowage space with an LOA of 18 metres and a beam of 5, fuel consumption when travelling with all four engines from 40 to 50 knots and the unit has limited versatility short trips only in spite of the size, and the issues get bigger as the boats grow exponentially in size.

Whoever invested in the Glider Yachts project is convinced there are people prepared to spend so much to cover more than 100 nautical miles in less than two hours, without worrying about fuel and mooring fees for the "thing" which takes up the space of an 18 metre catamaran but only carries four people. Perhaps more realistically speaking there are luxury resorts operators and or private islands from and to which this exclusive shuttle service appeals to and can be useful in supplying /delivering hotelerie and more services speedily and efficiently namely with Glider Yachts!

Having said that following some of the interest perpetrated among superyacht owners and sector operators, Glider have launched and carried out a raise funding campaign for

over a year toward the building of the first 24 metre Sports Limousine (SL24). A calculated risk which seems to have paid off as according to research agencies Beauhurst and Syndicate Room in 2018, Glider Yachts was rated among the top twenty companies in UK to have increased their net worth the most since 2015. In other words Glider Yachts is delivering answers to growing demands from ultra high net worth individuals and whichever way you look at it, this top end of the luxury yachting market is flourishing with mega yachts capable of offering new perspectives in terms of brief or ocean going cruises in luxurious surroundings, high speed, with enhanced comfort always guaranteed at all times in any weather.

We may well ask ourselves if a small helicopter would be a simpler and cheaper solution to adopt, but this reasoning falls within those parameters common to the vast majority of super and mega yacht owners but fails to appeal to giga-yacht owners.

For further information: www.glideryachts.com



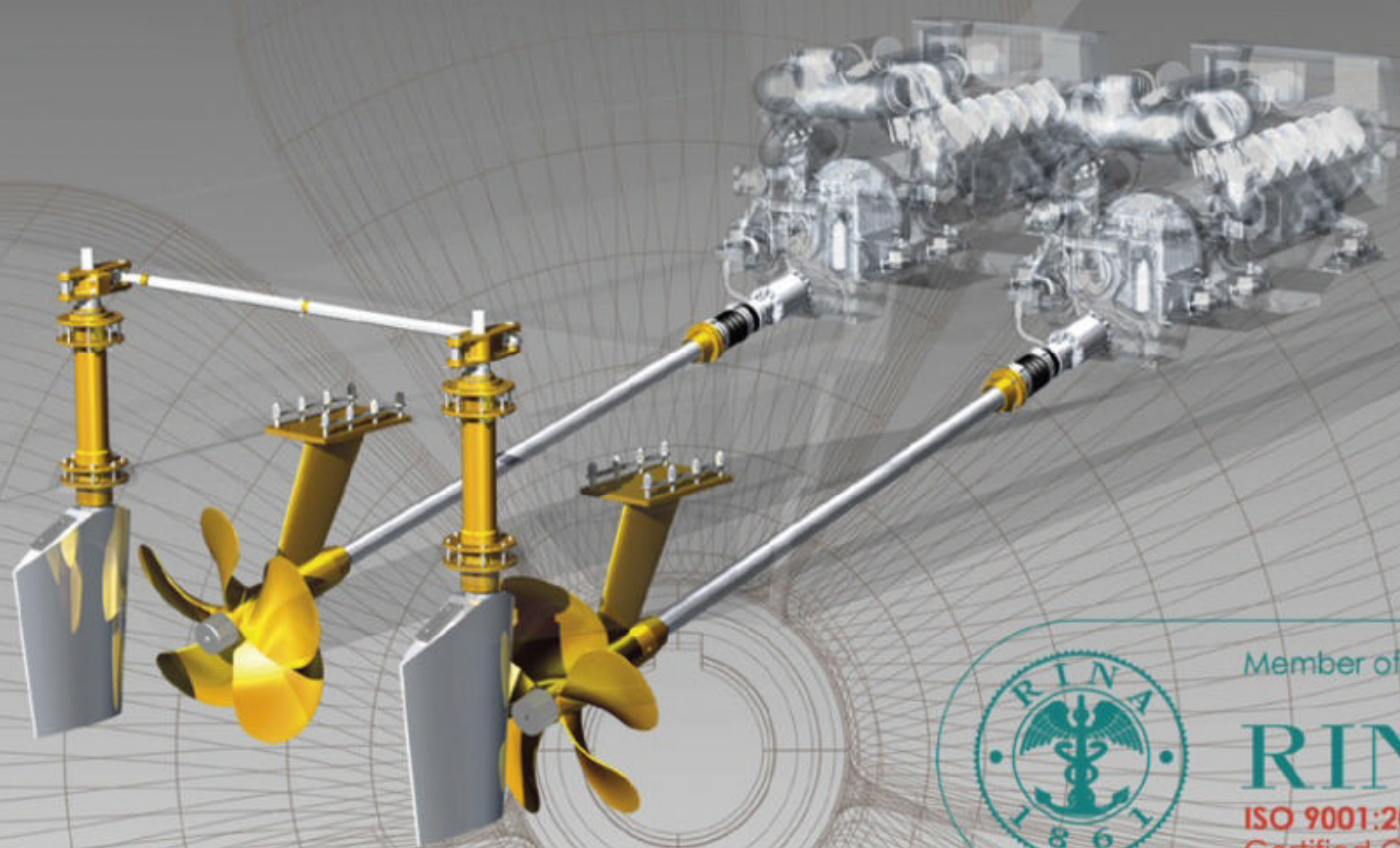
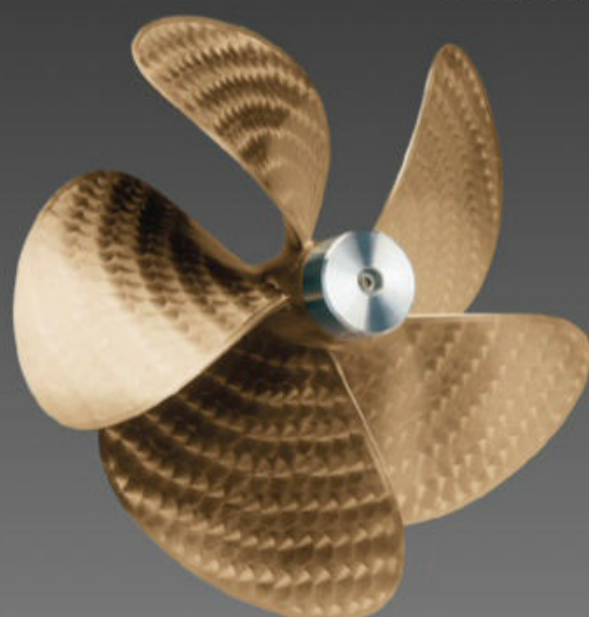
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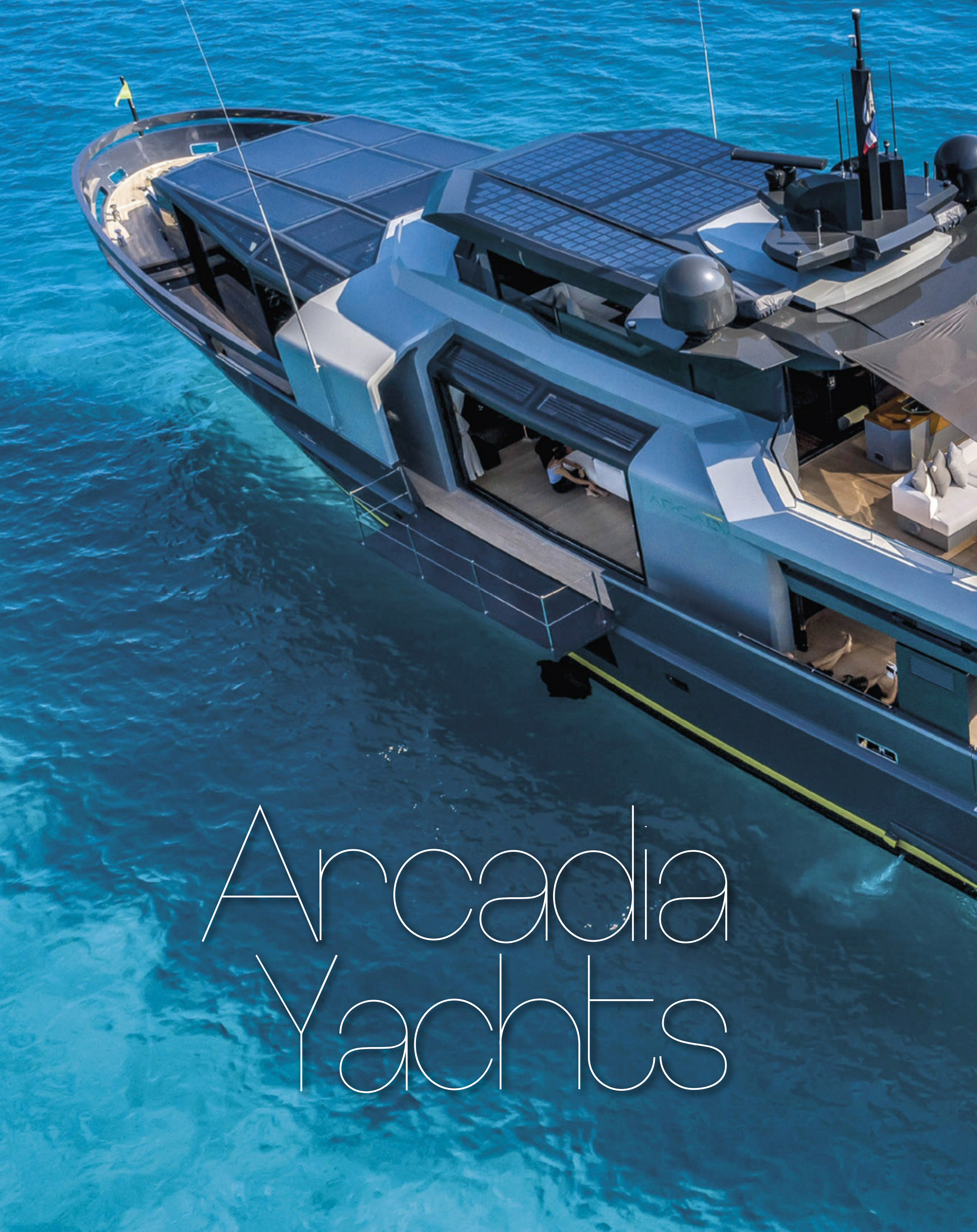


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Arcaadia Yachts

An aerial photograph of the Arcadia A105 RJ yacht, a modern motor yacht with a grey hull and white upper sections. The yacht is shown from a high angle, revealing its spacious deck with white cushioned seating, wooden decking, and a large white canopy. The stern features a swim platform with a teak door and a large teak swim ladder. The name 'RJ VALLETTA' is visible on the stern. The yacht is sailing on clear blue water.

Arcadia A 105 RJ

Enhanced contact with the surroundings is undoubtedly "RJ's" main feature. Other features comprise large external space, huge glazed panelled areas which go hand in hand with eco friendly project design work which make this first Arcadia A105 model unique.

Superyacht

Text by Daniele Carnevali
Photos by Alberto Cocchi



“RJ” presented in the course of the latest Cannes Yachting Festival is Arcadia Yachts’s first A105. It represents as Ugo Pellegrino this Italian yard’s MD put it “the best example of excellence at work worthy of praise”. This model is in fact the third Arcadia to have been purchased in seven years by the same returning client who has clearly demonstrated loyalty for Arcadia’s fleet in terms of project design work to the extent that most of the yacht’s strong points have remained unaltered. To name a few there are plenty of catchy clear cut taught lines, layouts drawn up which ooze with conviviality as well as some innovative









Arcadia Yachts

solar panels installed into the actual cut glass panels themselves distributed along the superstructure. The considerable volume this thirty metre yacht sports, further underscores the degree of conviviality perceived as in other Arcadia yachts which is designed to connect interiors to exteriors with clever use of balconies, sliding cut glass window like ports, and floor to ceiling glazed panels which enhance contact with the external surroundings while delivering unprecedented loads of natural light inside.

"RJ's" highly customized decor in terms of fine materials and to a lesser degree in terms of layout produce together pleasing to



the eye contrasting essences ranging from diverse skins, materials and lacquered surfaces which have been meticulously studied and tried many times over to obtain the exact effect desired which separates naturally one interior layout from another. For example along the main deck amidships we find the main saloon area privileging dark carpeting and lacquered ceiling panels while the lateral passage ways are by contrast highlighted by light colours. Each side of this area contains two large window like opening ports and as many outward opening balconies which can transform the whole of the saloon area into a large terrace overlooking the sea. Every

Arcadia A 105 RJ



effort has been made so as not to conceal any view whatsoever; the extent of this work is well represented in the material chosen for the bulkhead accessing the aft deck which is made of cut glass. The steps making up the stairway leading to the deck above seem to fluctuate almost as the surrounding furniture is contrastingly expressly on the low side.

The aft deck and main saloon area together can host 20 diners while a classic looking winter garden in the bow which the owner requested has since been converted into a games room for the perusal of the owner's guests.

The sky lounge boasts its prism like design while no stylistic effort has been made to harmonise it with the whole of the remaining superstructure. Thanks to vertically opening and closing arrangements of the window like ports this area can be exploited any time of year. Here we find large cut glass sliding doors which link the comfortable interiors of the sky lounge with the relaxing exteriors of the sun lounge.

The night quarters are situated along the lower deck while all the owner's are accessed separately thereby ensuring privacy. "RJ's" guests' accommodation is made up of two large VIP suites with beds set across and one guest cabin only.

As in all Arcadia models "RJ" too possesses thick all round double glazing which is highly insulating and into which several solar panels have been installed to deliver up to 4.2 KW. which are enough to run on board plants and electrical gear and devices most of the time without having to exploit polluting gen. sets. Thanks also to a semi planing hull this yacht saves on fuel while cruising efficiently at 12 knots powered by a pair of MAN V8 1,000 HP engines it requires just 135 litres/hour.

For further information: Arcadia Yachts; Via Terragneta 90, 80058 Torre Annunziata (NA) Italy; tel. +39 081 8590701; www.arcadiayachts.it – info@arcadiayachts.it



Arcadia Yachts Arcadia A 105 RJ

TECHNICAL DATA

LOA: 31.57 m – Hull length: 29.32 m – LWL: 27.81 m – Beam: 7.76 m – Draught: 2.01 m – Displacement fully laden: 134 tons – Gross tonnage: 199 GRT – Guest beds: 8 – Crew: 5 – Fuel tank capacity: 15,600 litres – Water tank capacity: 3,100 litres – Waste water tank: 840 litres – Engines: 2x1,000 HP MAN V8 – Interior Design: Hot Lab – Construction material: GRP – Certification: RINA C Malta Cross Hull • MACHY



Mangusta

by Daniele Carnevali

GranSport 54 El Leon

Award winner for interior and exterior design “El Leon” is the new flagship of Mangusta’s fast displacement line but not only, this yacht oozes with technology, loads of comfort and performs very well.



An aerial photograph of a white yacht with a wooden deck, sailing on a dark blue sea. The yacht is viewed from the stern, showing its wake and the name 'LEON' on the transom.

Mangusta

Mangusta has been growing exponentially over three decades with models ranging from 94' to 125'. The lion's share made up of twelve units delivered in less than six years goes to the 165' model which has contributed in consolidating the yard's reputation for delivering high performance maxi opens. Regardless of its successful track record, Mangusta decided to take on a new challenge which meant branching out into building long range "navette", a segment which is at opposite ends with the company's tradition. Hence out comes the Oceano series made up of 43 and 60 metre models built in both composites and metal. Four of these models have hit the water in just two years. Another success and certainly



due to Balducci's experience they are at the head of the Overmarine group in addition to Mangusta and the family also owns Effeby shipyard which builds peace-keeping ships and coast guard patrol vessels. And following the building of such diverse units – hi performance opens on one side and long range "small ships" on the other out comes a third Mangusta line named GranSport. This line borrows much of the opens' features in terms of performance and some of the displacing "navette" ones as well: principally their cruising range. Flagship of the fast Displacement vessels is the GranSport 54 "El Leon" with an all aluminium alloy hull and powerful engines which propel this yacht to a top speed of 30 knots but at the

GranSport 54 El Leon





Mangusta

same time can cruise in displacement mode with fuel enough to cross oceans. These performing results are thanks to a Fast Surface Piercing Hull designed with CFD technology by PLANA studio owned by Mr. Ausonio (engineer) which has been amply tank tested. The hull sports a bulb and the stern section has been specially designed to ensure that the four propellers linked to four 2,600 HP MTU engines also designed by Pierluigi Ausonio will deliver maximum efficiency. This type of hull generates 15-20% less drag than any other planing hull with no bulb and is therefore as fast but with a considerable advantage, it is 40% more efficient at 12 knots and does not require much fuel when cruising slow which translates into a range of 4,800 sea miles at 12 knots and 3,500 nm at 15 knots



also thanks to a rather hefty fuel tank. Alberto Mancini's winning design brings out El Leon's sporty performance thanks to a flowing sleek silhouette despite decidedly considerable interior volumes where headroom is never less than 2.10 metres. The interior layout and decor by Alberto Mancini and Overmarine's Design Department was developed according to the owner's wishes based on the use he intends to make of this yacht, which entails cruising Mediterranean waters and deploying it as an explorer on which to spend much time. In fact the owner's suite has been situated in the bow area of the main deck and comprises a private study, while a well equipped gym and a media/entertainment room flank the guest cabins made up of two VIP cabins and two twins below deck

GranSport 54 El Leon



Mangusta

GranSport 54 El Leon

revealing El Leon's desire to cross oceans. The details in the overall decor stand out creating a pleasant welcoming atmosphere thanks to the led lighting system to the tasteful quality of the materials used, the traditional teak flooring with white ash stripes, the skin decorating most of the ceiling panels while the furniture's walnut and ebony essences complete the picture. Large cut glass window like ports brighten up the interiors while conveying a unique sense of continuity between the two realities, there are 273 square metres of open air space for outdoor activities and of which more than 100 are up on the flybridge. Here we come to a raised dining area, protected by lateral cut glass panelling and by an integrated hardtop above sporting a cut glass central portion delivering natural light. The distribution of some of the exterior spaces offers guests several different choices and solutions, dining area, lounge area, or simply to relax by the infinity pool or enjoy a hydro-massage inside it. The bottom of the pool is transparent and allows plenty of light to filter through it onto the owner's bathroom situated below it. When open, the stern transom and the two lateral parts all together form a lovely well equipped beach club with a surface area exceeding 70 square metres.

Overmarine Group; Via Marina di Levante 2; 55049 Viareggio Italy; tel. +39 0584 389364;
www.mangustayachts.com – info@mangustayachts.com



TECHNICAL DATA

LOA: 54.00 m – LWL: 46.87 m – Beam: 9.01 m – Draught: 2.30 m – Displacement semi laden: 358 tons – Gross tonnage: 498 GT – Fuel tank capacity: 65,000 litres – Water tank capacity: 12,000 litres – Waste water tank capacity: 5,500 litres – Sewage tank capacity: 3,400 litres – Engines: 4x2,600 HP MTU 16V 2000 M96L – Top speed declared: 30 knots – Range at 12 knots: 4,800 nm – Range at 15 knots: 3,500 nm – Exterior Design: Alberto Mancini – Interior Design: Alberto Mancini/Overmarine Group Design Department – Engineering: Studio PLANA.



CRUISING

Superyacht TECHNICAL

ON AN AIR BUBBLE

by Andrea Mancini

Cruising on an air bubble is worth it: all it takes is the right hull. The ASV or (Air Supported Vessel) conceals the trick under water which makes cruising with the support of an air bubble below the surface not only doable but above all very effective as well as efficient, thanks to years of R&D and loads of technology.



When we envisage ways to improve performance and in more general terms, a boat's efficiency we'd think about foils today. They're also deployed on competitive sailing yachts. Nevertheless there are available alternatives to these which better performance and efficiency. These alternative ways are less invasive and go almost unnoticed when compared to foils yet they're equally efficient.

So we're back to ASVs where the external section of the hull is highly similar to that of a standard planing one, but for a little trick which is nothing more than a cavity filled with air, or a sort of air pad which enhances performance while tangibly reducing fuel consumption even by half in some cases. But let's proceed step by step.

ESI or Effect Ship International a Norwegian world leader company for this applied technology with dozens of patents to its name carried out lengthy trials where ASV hulls take after the same principle deployed for Surface Effect Ships or (SES). They're large catamarans which cruise partly off the water as they're supported by external fans delivering forced air downwards forming an air bubble which is trapped between the hulls.

ASVs though contrarily to SESs are made up of “normal” mono conventional looking hulls... at least in appearance! In fact the external lines of an ASV are the same as those of any traditional one. Externally the silhouette of an ASV is that of a “normal” boat. The tangible differences are below in the bottom of the hull, in such a way as to exploit a given cavity which is artificially filled with air which is trapped in the cavity.

Any air in excess needs to evacuate by way of the stern hull lines which have to allow this without creating additional drag or resistance to advancement. This means the geometry and consequent design of the hull bottom retaining the air bubble plays an all important role in determining efficiency aimed at reducing any unwanted additional drag.

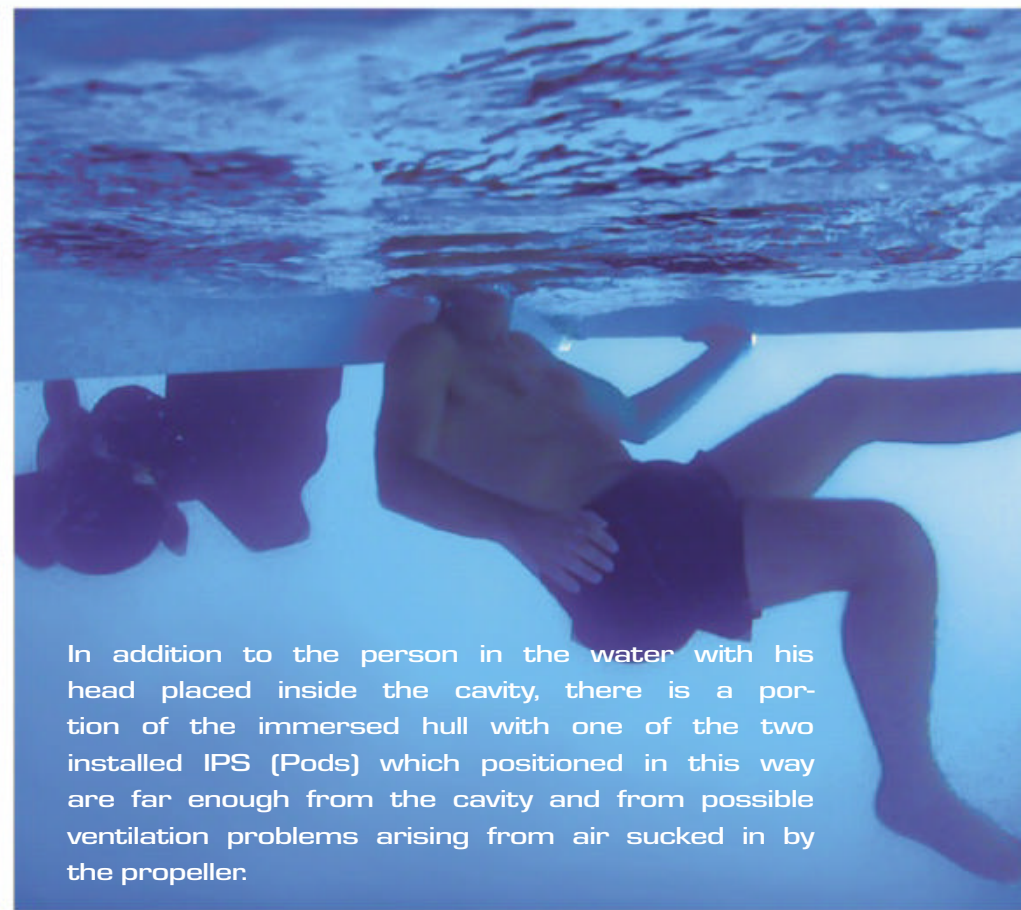
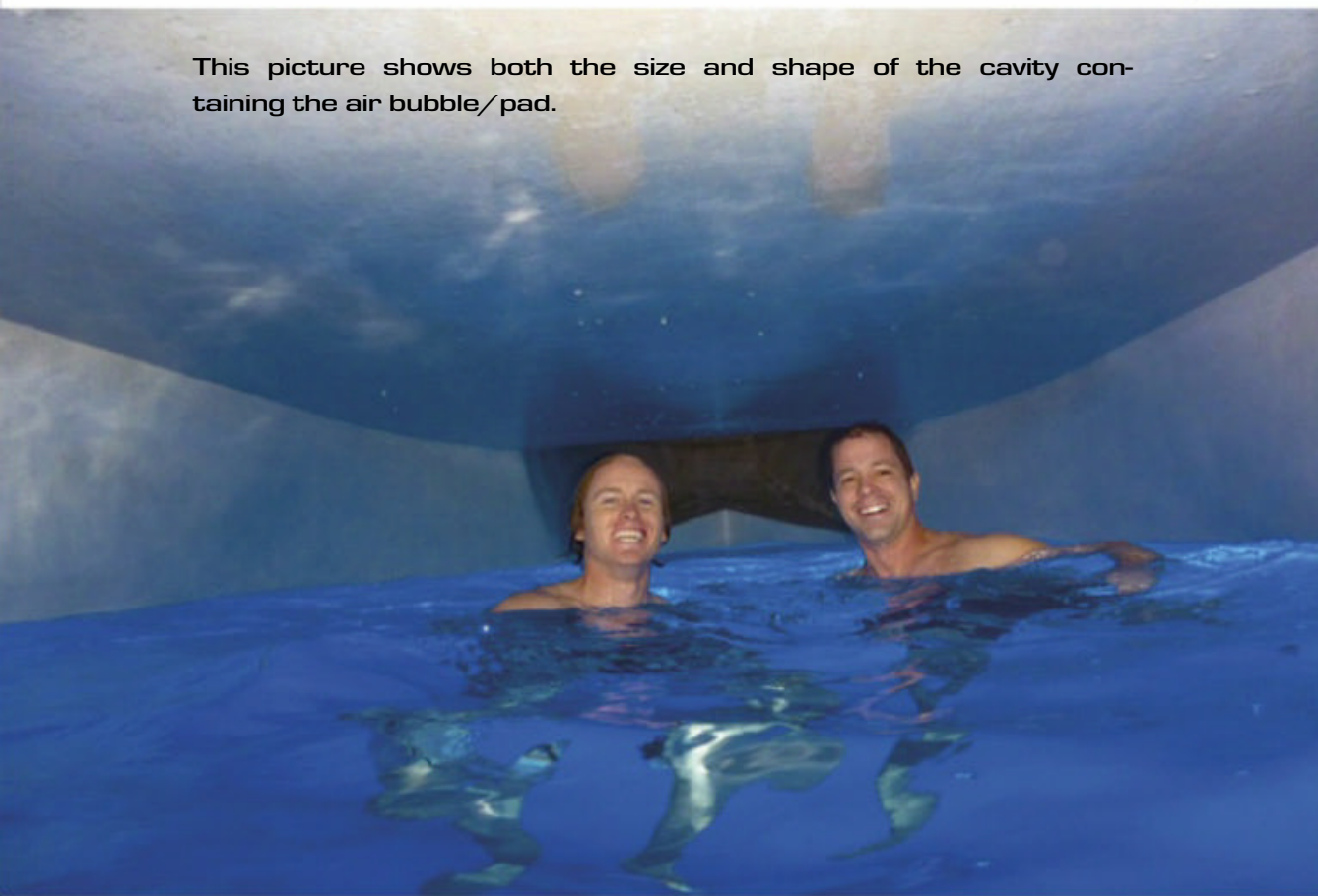
These special shapes in fact considerably reduce drag by as much as 40 even 50% on fast planing and semi planing hulls while little extra power goes into maintaining forced air inside the cavity. The air trapped in the cavity of the hull bottom acts also as shock absorber which dampens



ProZero 18m ASV by Tuco Marine

A cavity situated amidships of the ASV hull designed to contain forced air funnelled down from the exterior via a fan and air duct.

This picture shows both the size and shape of the cavity containing the air bubble/pad.

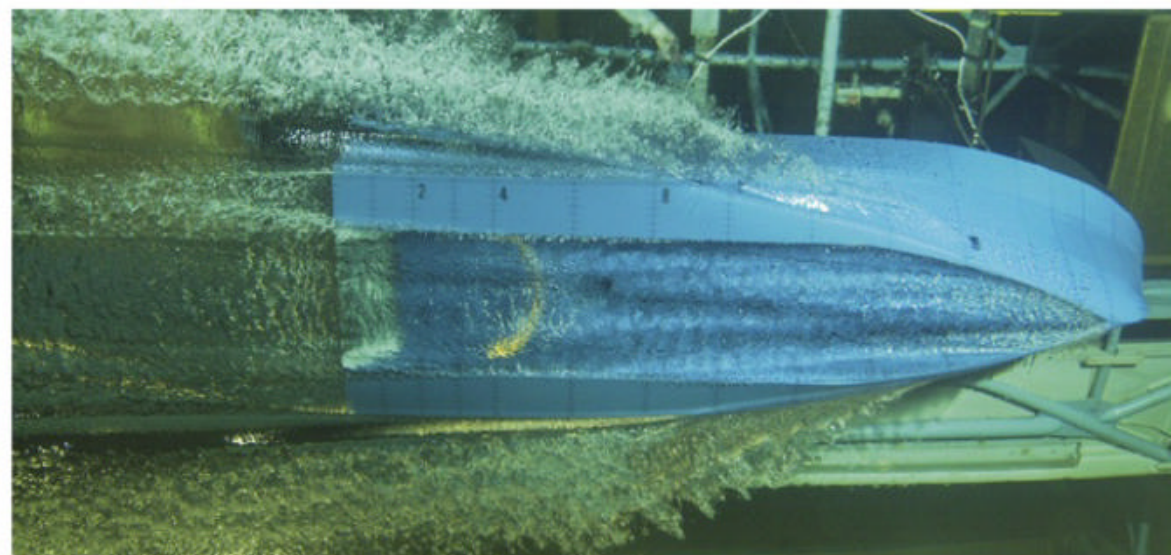


In addition to the person in the water with his head placed inside the cavity, there is a portion of the immersed hull with one of the two installed IPS (Pods) which positioned in this way are far enough from the cavity and from possible ventilation problems arising from air sucked in by the propeller.

pitching while it enhances sea keeping and manoeuvrability over waves.

Let's now take a closer detailed look into ESI's technology regarding ASVs, by starting with some of the pictures in this article which best describe the progress made from the first 20 metre prototype built a decade ago to the construction of a fast 20 metre entirely electric ferry capable of reaching 30 knots: BB GREEN the very first fast ferry in the world to sport zero emissions!

ASV technology today has made zero emission fast ferries a reality of which BB GREEN is only the first demonstrator. Norwegian ESI company and other partners are currently fine tuning a number of Green Fast Ferries (GFF) with EC's backing and R&D programmes, or fast zero emission ASVs for commuters. There is global growing interest for these vessels starting with Norway that

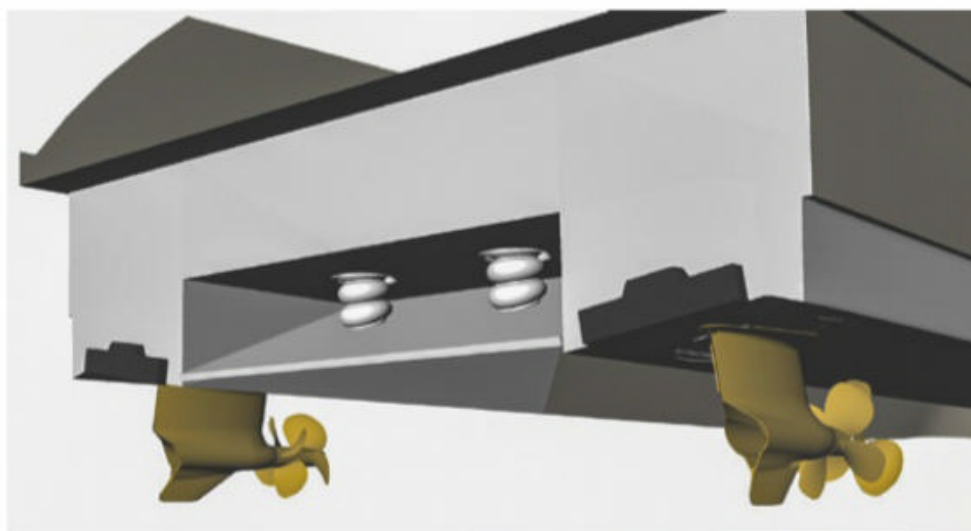


An ASV Mono hull model being tank tested at 30 knots at the Gothenburg premises in Sweden: More than in many words this underwater photograph shows how an ASV hull works as the air bubble extends over a considerable length of the hull bottom.

Cruising

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The stern flap closes the cavity off to prevent air from escaping. This is a fundamental element deployed to ensure the correct functioning of an ASV hull.



The two pictures show how the 65' ASV Mono hull lies without the fan blowing (picture above) and with the fan in action (picture below).



Tuco Marine's ProZero 18m ASV while cruising. This 18 metre carbon sandwich work boat is propelled by a pair of IPS 600 (2x320 Kw engines) up to 40 knots. The overall fuel consumption of this vessel at 30 knots including the fan plant which pumps air down into the cavity is a little over 3 litres per nautical mile. These figures considering the speed and a displacement of 20 tons are further demonstrated in the picture: the hull is partially off the water (thanks to the air support and relatively light displacement) and is almost horizontal to the surface with a resulting clean low wake. These two latter facts translate into a highly efficient propelling system.



has already set aside several million euro to install electric power points to recharge new generation ferries which will be connecting downtown Oslo with the portion of suburbia overlooking the fjord.

We're looking at real vessels which cruise with surprising results. But let's go onto the next topic starting with an ASV mono 65' prototype a 20 metre ASV motor yacht more precisely and following numerous tank tests it was built on a 1 to 1 scale in 2010. Sea trials revealed actual reduction in drag and confirmed as much as 50% less drag. These notable results coupled to appreciated and functional aesthetics of the yacht won an award for innovation in 2011.

To reach these goals ESI worked for ten years and also thanks to SES Europe an associated company focusing on EC funded research programmes and the development of ASV technology for several hull configurations (mono, catamaran, tri-maran) as well as for (planing, semi planing hulls with bulbous keels and not etc.) with patents in 65 countries, which embrace all possible applications with no limits in terms of diverse uses and boat sizes. Leaving aside tri-marans or catamarans that command less interest in yachting markets, let's see how planing hulls better their efficiency thanks to ASV technology.

Concurring elements are a further three, other than the support of the hull, less drag, enhanced manoeuvrability

and sea keeping.

- The extent of the planing surface area.
- Hydrostatic Volume of thrust;
- Air pad/bubble.

But while the first two elements are present on any planing hull, in varying degrees, an air bubble is an ASV's main feature since it can support more than 2/3 of the vessel's weight. In a nutshell the Hydrostatic volume of thrust is the volume of the immersed hull which according to Archimedes's law concerning thrust diminishes as speed increases when dealing with a planing hull because the boat tends to lift off the water as it thrusts upwards by the dynamic pressure of the water itself (which is speed generated) acting on the surface of the hull bottom i.e. the surface of the planing area.

The air bubble lodges in an ad hoc cavity built into the hull bottom taking up most of the immersed area, while the height, shape and overall volume of the cavity are defined conjunctly to the shape of the ASV hull to optimize loss of air from the supporting air bubble in the cavity while cruising in flat or rough seas.

The air filling the cavity is taken from bow situated intakes and pushed inside through a duct by deploying a powerful fan which re-

quires from 10 to 15% of the energy required to power up the vessel. The actual pressure required in the cavity is not high we're talking about a range between 3.5 and 4.5 kPa (0.035 – 0.045 bar). This pressure range suffices to form a bubble or air pad which completely separates the entire cavity from contact with the water thereby significantly reducing the wetted surface area and consequent drag.

Even when the air emission system can inject nearly 15 cubic metres of air per second (on hulls equal in size to the ASV 65' or the BB GREEN), the volume of air and relative pressure in the cavity needed for standard cruising mode in calm waters are both very small. When cruising in heavy weather more air needs to be funnelled since loss of air from the cavity increases as the seas grow and the ventilator /fan will require more power.

To avoid loss of air from the cavity there is an adjustable flap installed aft of the cavity itself which is set at an angle according to load and sea state. Next to the cavity there are two planing elements installed longitudinally which shut off each side of the cavity and ensure partial support and space enough in which to install a POD at a safe distance from the cavity.

But how does an ASV hull behave

ASV HULLS FOR YACHTS AND DADDY'S VIEW POINT

Interview with Ulf Tudem

Such an efficient hull delivering considerable comfort is in more ways than one "normal" especially when there are no other add on parts like foils for instance. Therefore an ASV hull can effectively become a revolutionary novelty in recreational boating as well. But how well can it be adapted to a yacht? We popped Ulf Tudem the creator of this hull a few questions on this topic. He's currently MD at ESI (Effect Ship International) owners of Air Supported Vessel (ASV) technology.

What are your thoughts about ASV technology applied to recreational boating? How well would an ASV hull adapt to yachts?

Also boats from 50' or 15 metres up to at least 60 can profit from ASV technology for diverse reasons.

As for efficiency, most of the time ASV hulls require by comparison less fuel 30, 40 % less since their drag coefficient is much lower than conventional hulls. This translates into smaller engines in terms of power, size, and weight and less pollution. Additionally ASV hulls perform well with Volvo Penta PODs as well as with other brands while maintaining all of their features in terms of versatility and efficiency.

In terms of accrued comfort there's much to be gained



with ASV hulls since they're more stable than classic single hulls, there's less pitch and roll while cruising of course but also when lying to an anchor. The air bubble reduces slamming effectively while cruising which translates into greater all round comfort.

Lastly in terms of liveability since our

ASV hulls are beamier they have more exploitable space inside than many conventional hulls of the same size possess. And all of this poses no problems as in terms of design, superstructures and layouts. An ASV hull is also compatible with many other modern ones it can sport a vertical or axe bow with or without bulb and so on.

Have you at this point in time already had any firm requests for ASV technology applied to a yacht?

We're currently gathering data and input from shipyards to best exploit our ASV technology in the yachting world as well aside from the existing ones, (fast shuttle ferries, patrol boats, work boats etc.). The Norwegian Export Credit may well finance operations while transferring technology to other sectors to build corresponding prototypes by which to gain more visibility and opportunities. We will be present at the coming Sea-Tec to be held in Carrara Italy next April.

Which is the smallest length you recommend for an ASV hull?

15 metres is the lowest possible entry level when envisaging twin props. If you're envisaging a single propeller then the limit is of about 12 metres.

Cruising

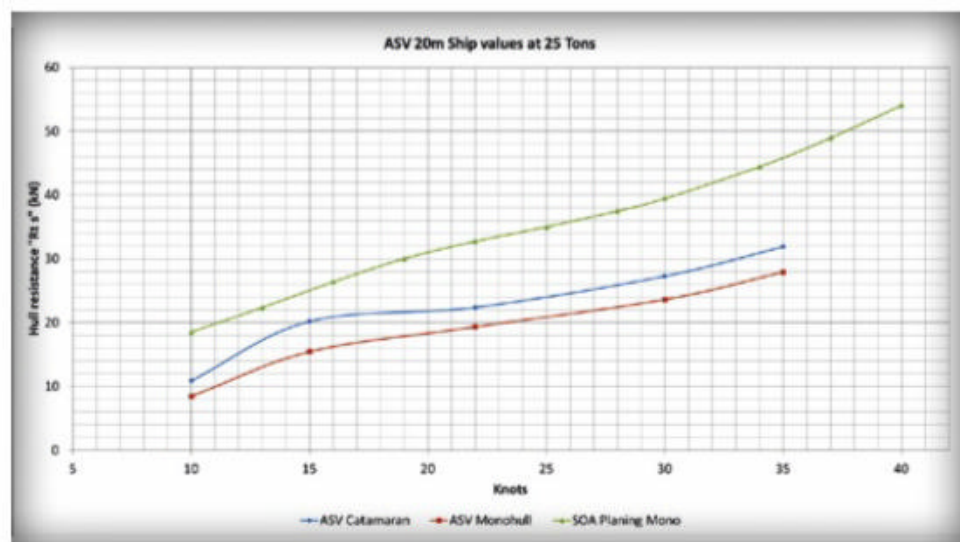
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The air contained in the cavity of an ASV acts like a shock absorber which dampens slamming motion as well as pitch thereby enhancing sea keeping qualities. In the picture the 65' ASV Mono hull prototype powered up by a pair of IPS 600 pods.



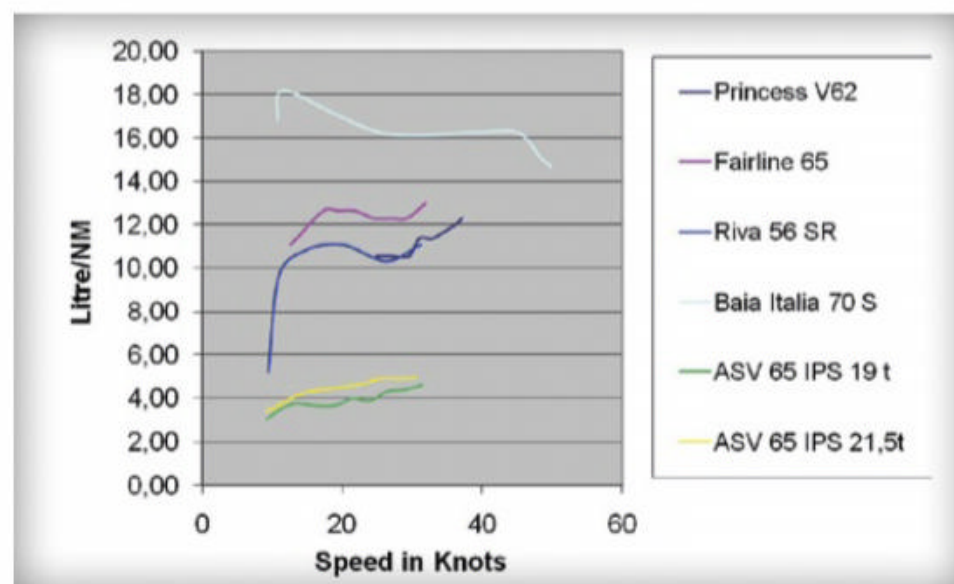
The graph compares three vessels displacing 25 tons. The red line identifies drag coefficients of a 20 metre ASV, a green line identifies a conventional planing hull's of the same size and a pale blue line traces the results obtained for a fast catamaran. The performance of the ASV hull is clearly better than the planing one (- 40% at 25 knots). And the ASV hull performance compared to the fast catamaran is still more than 10% better.

when cruising? When cruising slow or manoeuvring in restricted waters and ports the fan/ blower would be switched off and the ASV will handle in much the same way as a normal V shaped hull would, but nevertheless slightly better thanks to two PODs installed well apart from one another.

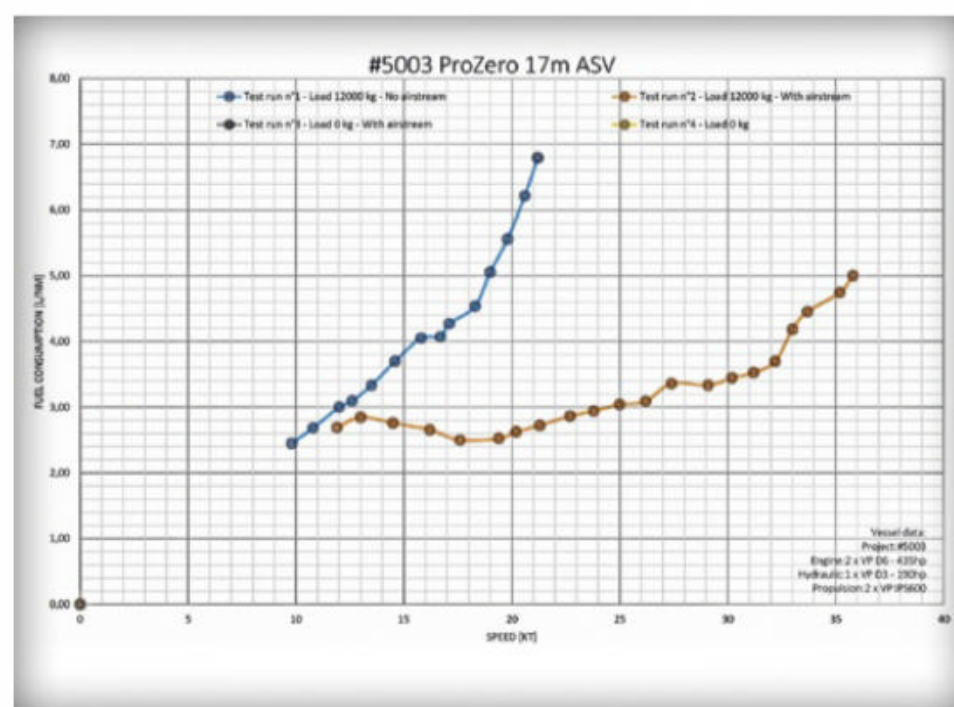
When air is blown through the duct into the cavity and the aft flap closes; the response is almost immediate and the vessel will lift up by 40, 50 cm at this point 70, 80% of the vessel's weight is supported by the pressurized air bubble and when cruising the vessel will be higher off the surface with surprising acceleration and with an almost horizontal set up.

Hump speed disappears as planing cruising speed sets in quickly.

The boat handles well and safely with enhanced sea keeping qualities thanks to the air bubble below acting



Considering speeds varying between 25 and 30 knots, the graph shows 65' Mono hull ASV fuel consumption measured against conventional yachts' of the same size. Conventional yachts require 10 to 12 litres/mile while the 65' Mono hull ASV requires less than 5 litres/mile. Less than half!



This graph compares Tuco Marine's 18m ProZero with fans switched on (orange curve) with fans switched off (pale blue curve). The graph also underscores greater efficiency when the ASV hull cruises in air supported mode and also shows that fuel consumption grows very slowly with speed at least up to 31, 32 knots.

as a shock absorber. And if the blower/fan stops functioning even at more than 30 knots rest assured nothing happens other than a gentle progressive deceleration brought about by loss of pressure in the cavity. The boat will continue to cruise more slowly between 18 and 19 knots. That's all!

As for performance the data collected during trials on the ASV mono 65' prototype are astonishing inasmuch as fuel consumption of traditional yachts of the same size cruising between 25 and 30 knots require 10 to 12 litres per nautical mile while the ASV 65' at the same speeds requires less than 5 litres per mile.

Less than half! less drag, in addition to less pollution



Thanks to ASV technology BB GREEN (www.bbgreen.info) is the fastest completely electric commuter in the world. Built entirely in carbon sandwich in Riga by Latitude Yachts, backed up by the European Community's 7th Framework Program with the following specific objective: to deliver a zero emission fast commuter to the townspeople.

BB GREEN is the first all electric fast ferry in the world. This has been possible thanks to the efficiency an ASV possesses. With an LOA of about 20 metres and a beam of 6, BB GREEN reaches a top speed of 30 knots powered by a mere 560 Kw made up of two 280 Kw engines. At about 25 knots the vessel requires 21 – 22 KWh/NM which is a really excellent result. This degree of efficiency has been confirmed several times over starting with the hull lifting off the surface while cruising (the portion of the hull with black anti-fouling paint is clearly higher off the surface when compared to the picture in which the vessel is not moving). And again by the fact that no waves are generated despite the fact BB GREEN is cruising at 26 knots!

	Princess V 62	ASV Mono 65 IPS
LOA	19,39 m	19,98 m
Beam	4,99 m	5,40 m
Trial displacement	23 t	22,5 t
Engines	2400 HP	870 HP
Volume required by eng.	2 x 17,8 litri	2 x 5,9 litri
Power deployed per fan	--	80 – 120 HP
Top speed	37 kn	33 kn
Consumption at 33 kn	11,3 litres/NM	5,7 litres/NM
Consumption at 27 kn	10,7 litres/NM	5,6 litri/NM
Angle at 30 kn	4,5 °	0,5° – 1°
Volume-interior space	+	++
Wake when cruising	-	+++
Emission (in water /air)	-	+++
Sea Keeping	++	+++
Manoeuvrability	+	++
Source: Effect Ships International AS (2010)		



BB GREEN's ASV hull boasts a virtually flat wake. This too is proof of elevated efficiency since waves are dissipated energy.

translates in requiring less horse power without sacrificing performance and a notable saving in purchasing price and running costs.

The figures in the following page compare the 65' ASV with a similar yacht a Princess V62 clearly highlighting ASV technology better than so many words would. Obviously 'all that glisters is not gold'.

For example the ASV 65 IPS has an extra plant installed, namely the ventilation system which does absorb energy, space and it is not noise free.

In addition to that there's the large cavity below hull which steals space inside the boat, and so does the blower fan and relative air duct which is not negligible.

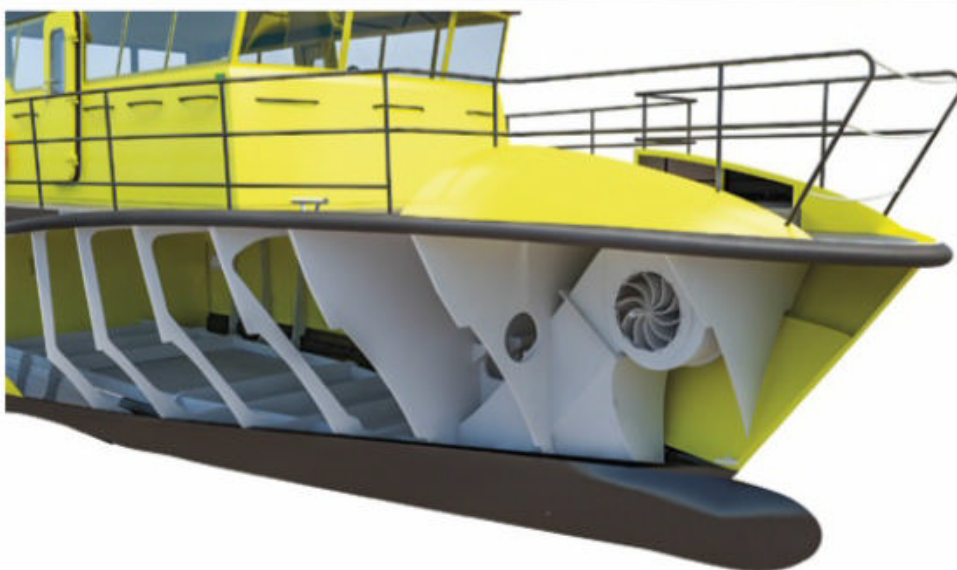
However it is also true that the volume the cavity requires is generally never exploited (bilge space) this is often compensated by and large, by less powerful engines which ASV hulls require and are in fact beamier as the data in the table above shows.

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The air duct in construction which delivers air to the cavity on board of 65' Mono hull ASV from which we can estimate the unit's considerable size which is one of this hull's weaknesses.

A view of the air duct inside Tuco Marine's 18m ProZero ASV is also shown.

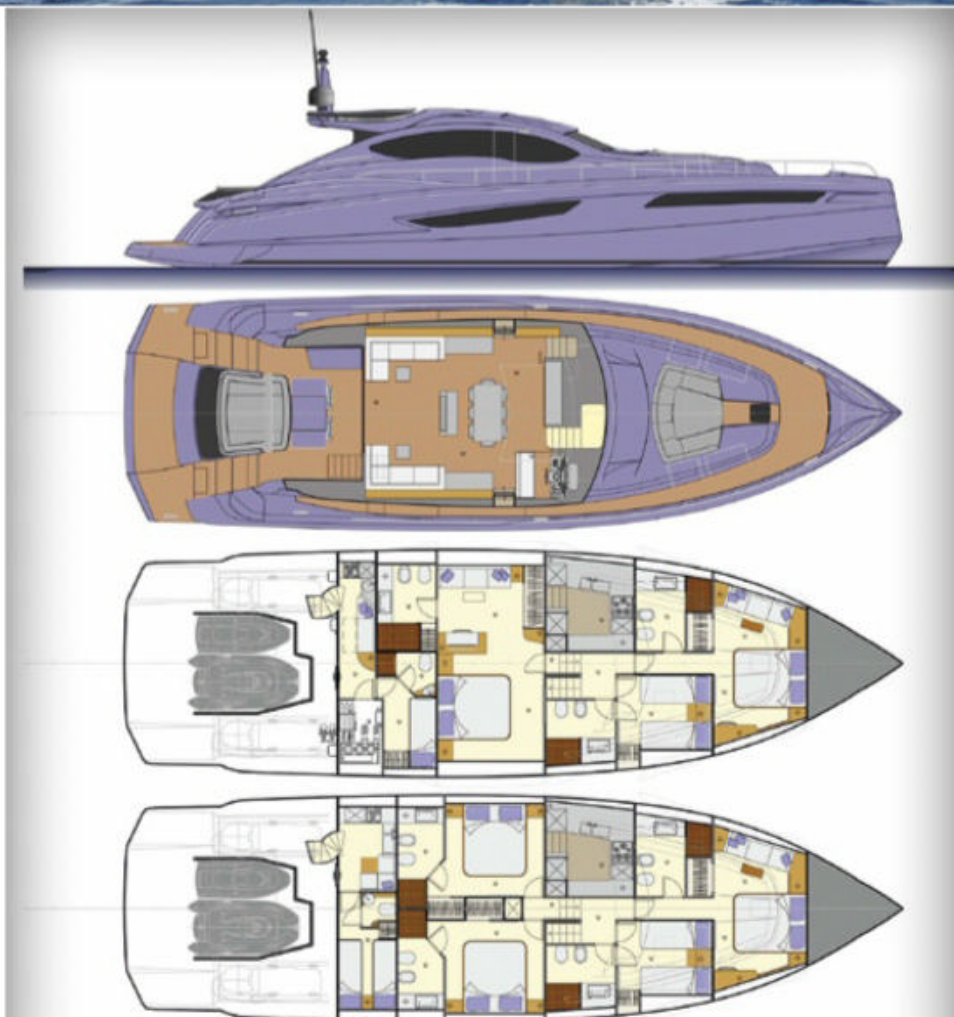
Project MSS ASV "Soft Motion", a 21 metre built to operate in coastal/inshore waters for Torghatten Nord, a company which runs several shipping lines in Norway's Fjords. Studio Sculli handled project design and the architecture.



On the left, Surfer 17000, a fast commuter destined to shuttle technicians and/or material to wind farms situated in the North sea.

Developed by British yard Alnmaritec (www.alnmaritec.co.uk). Often difficult weather conditions and big seas confirm ASV hulls' excellent sea keeping qualities. Project design and architecture by Studio Sculli.

Above, Model MSS ASV "Soft Motion": a 21 metre being tank tested at Gothenburg Sweden at 30 knots.



Namastè, a 72' sporty looking modern yacht designed by Studio Sculli on an ASV hull. As can be clearly seen the hull shape does not condition exterior design.

Namastè's two different layouts: cabin space is in no way affected by the ASV hull, it is in fact more than that of a "normal" mono hull of the same 72' (the ASV is beamier as well).

We interviewed Mauro Sculli yacht designer (refer to dedicated box) on this point as he offered diverse proposals based on ASV hulls, for both commercial shipping, work boats such as BB GREEN which we've already mentioned, as well as those deployed to and from Offshore rigs in the North Sea and others: for example, the 21 metre ASV MSS, including the Surfer 17000, to underscore once again the excellent sea keeping qualities typical of ASV hulls.

A YACHT DESIGNER'S OPINION.

*Interview with Mauro Sculli,
in the design studio by the same name.*

The space exploited by the hull cavity in an ASV hull obviously affects the volume available inside as well. We asked Mauro Sculli yacht designer who has offered project designs for work boats and yachts sporting ASV hulls and how much these beamier hulls impact on the interior layouts as well as exterior design.

An ASV hull featuring a large cavity under the hull which is designed to contain an air bubble. What happens when you are asked to draw up the interiors and the external lines?

The cavity obviously removes a portion of the hull volume amidships and this means the flooring on which you tread is situated higher up. Consequently ASV boats are a little higher off the surface when compared to conventional ones. This difficulty is the first to be addressed as it involves architecture as well as design and consequent looks too. On the other hand as for availability of interior space measured against the otherwise exploitable space which has been removed from the cavity you have a beamier boat and a larger exploitable surface area. In fact an ASV boat with an efficient cavity will be up to 20% beamier than a conventional mono hull of the same length, which also translates into added comfort.

The area on which you tread is a little higher up because of the cavity does this hinder or limit the minimum dimensions of an ASV?

Actually the cavity can represent a limit in terms of size but not only because of reduced height inside. The entry level limit for this technology set out by ASV experts is around the 12 metre mark mainly because the fan plant and air duct require that certain specifications and standards are complied to. Boats can get smaller only up to a point but fan plants don't as such, so the exploitable space on board gets proportionally less and less and the ASV plants get exponentially costlier and larger. Some progress has been made in the course of the past few years, on this issue also by deploying singly hybrid engines on smaller boats.

Considering small catamarans for instance; where available interior space is consistently less because at centre catamarans are completely out of the water while ASVs sport more headroom amidships with their cavity submerged below the hull in the water. More benefits are therefore available from 12 to 14 metres up. Performance practically speaking remains almost the same. Below certain limits though cost to efficiency ratios become less interesting specially where the plants needed become too costly in proportion to the overall cost of the boat and the extra expense is no longer easily justifiable below a given size.

Talking of plants installed to deliver the required air to fill the cavity with. Are they

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the only items needed. Is there anything else aside from the air duct and fan plant system that is required?

In the main there's the fan plant and air duct. In addition to those, air vents are needed in the bow and a flap is required aft in the stern which monitors the pressure in the cavity.

Which kinds of boats have been designed so far with ASV hulls?

We've come up with several projects. While we were involved with the European BB GREEN project we also drew up project design work for an all electric 20 metre work boat capable of cruising at more than 30 knots. The boat has since been built and is operational in Riga Latvia thereby demonstrating it is possible to cruise also at high speed with no pollution whatsoever. This was followed by several other projects, to name a few: a 20, a 21 and 38 metre for inshore transportation along Norwegian Fjords commissioned by Torghatten Nord. These are mono hulls requiring ASV technology with low impact on the environment. Then British yard Alnmaritec which builds several types of different work boats asked us to deliver a project for a 24 metre capable of carrying 12 or 24 technicians at high speed from and to wind farms installed in North sea waters. I must say that style-wise there's something definitely military about the exterior lines nevertheless she's beautiful.

And what about yachts?

Well, as for these we've satisfied a request for a 72' and an 80' with ASV technology from a Turkish yard which is bent on acquiring the know-how. The paper work clearly shows an extra cabin when compared to traditional hulls of the same length and typology. But aside from the obvious extra space ASV configurations possess, their lines and silhouettes look good. The 88' looks even better than the 72' thanks to the longer overall length which tends to conceal the greater height of the top sides off the waterline due to the ASV hull we mentioned earlier.

Finally what's your opinion concerning this technology and how realistic is it for yachts?

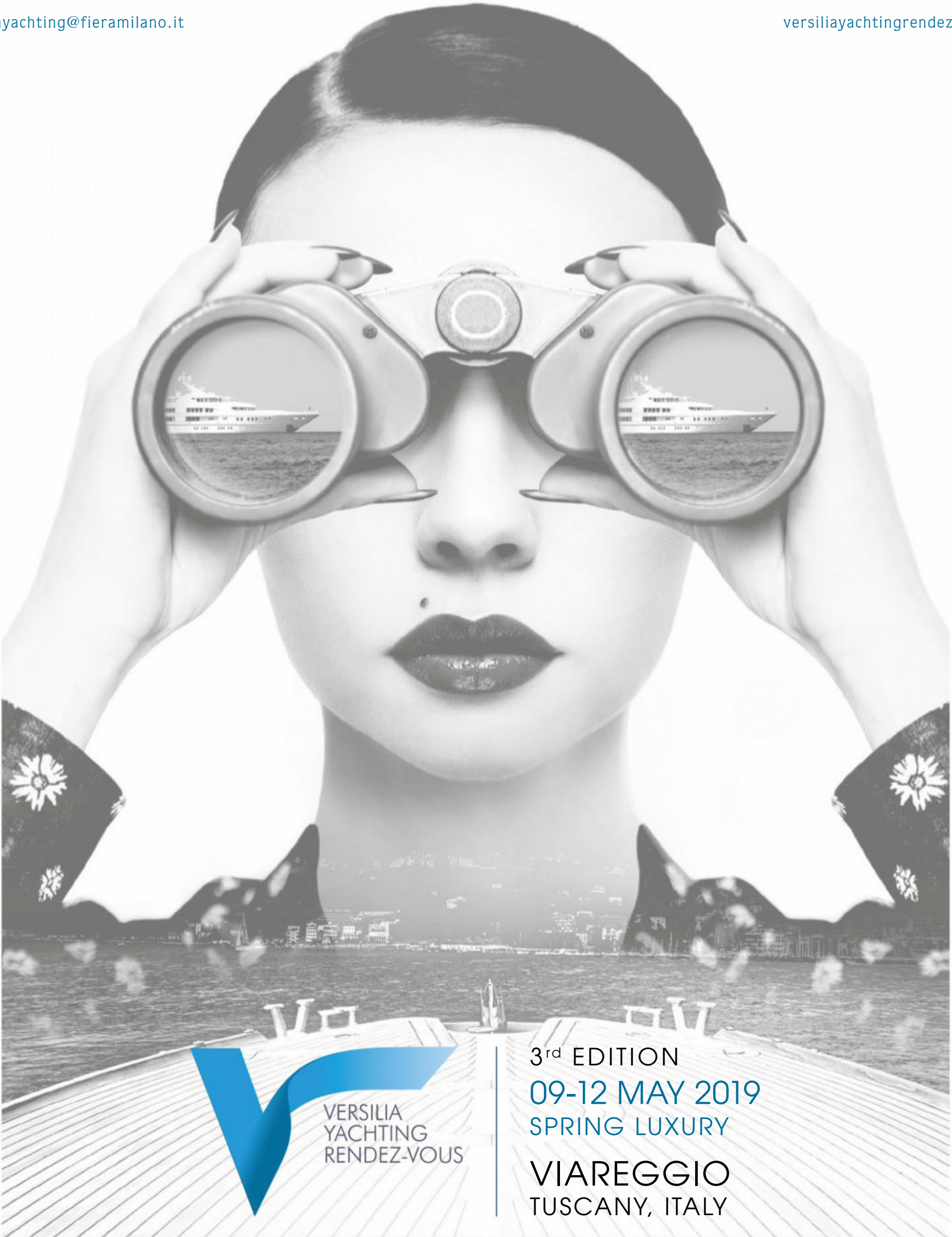
My point of view is undoubtedly a positive one based on 10 years of experience and experiments with ASV technology. Yet to this day it is still something so innovative that to many the results obtained are difficult to believe and comprehend. Ensuing diffidence is to some extent understandable. An owner or even a shipyard will more often than not pay little attention to novelty until someone else has successfully built a few models which cruise well, proving trial results, tests and the promised facts. That is the first handicap, to which the second is linked also. What happens to an ASV hull over waves? what happens when there is a sea and the cavity loses contact at



some point with the water? And what happens to the air bubble, cushion or pad supporting the hull when air loses compression and the hull 'falls' onto the water? A legitimate fear even if this does not happen in reality. Tests and recorded footage show this, and I'm happy to add that I personally experienced several sea trials in a sea and the ASV hull behaved perfectly well in those conditions if not better than when it was flat. When the hull lifts off the water the air contained in the cavity loses pressure, and if it is true the hull is no longer supported by air pressure and tends to drop downwards, it is also true the fan continues to blow air down the duct into the cavity. This way the moment the hull and therefore the cavity begins to drop back into the water, the air recompresses instantly and even acts like a shock absorber. In actual fact in a sea even a big sea an ASV hull works better than a conventional one with a dampened softer ride over waves.

So we're dealing with basically psychological aspects as well as cultural ones that for the time being can slow down widespread use of this technology. Many yards and companies are interested in applying this technology but as often happens in the yachting world, most want to be sure, want to see and test drive a boat possessing all the same features at least as the traditional one they request. Toward this end the first ASV yacht prototype a 65' built ten years ago in Turkey, has been substituted by two other boats that are currently cruising: the 20 metre BB GREEN which is also 100% electric and an 18 metre support vessel built at Tuco Marine both are of course ASV hulls which have been fine tuned and improved in the course of the past ten years dedicated to more experiments and research work.

Anyone stepping on board these boats today immediately realizes the boats will lift, slip along with no difficulty whatsoever and behave unexpectedly well. They're soft over waves and comfortable. In a nutshell he /she will acknowledge the fact that all that has been said about these hulls is true.



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Stella di Mare

Forty metre explorer yacht “Stella di Mare” with project design by Hydro Tec which handled the exterior and naval architecture, was delivered in the course of last September. Fossati Design Bureau drew up the interiors.





TECHNICAL DATA

LOA: 39.60 m – Beam: 8.60 m – Draught: 2.70 m – Gross tonnage: 430 GT - Guests: 14 in 5 cabins – Crew: 8 – Fuel tank capacity: 75,000 litres – Water tank capacity: 8,000 litres - Engines: 2x1,000 HP Caterpillar C32 ACERT – Top speed declared: 14.5 knots – Range at 10.5 knots: 6,900 nm – Exterior Design: Hydro Tec – Interior Design: Fossati Design Bureau.

When CBI Navi part of FIPA group welcomed Stella di Mare's future owner to their offices they found an expert with clear ideas who knew exactly what he wanted from his new yacht.

The owner requested Hydro Tec namely Sergio Cutolo to take care of the exterior and naval architecture thereby renewing a former collaboration for his previous yacht. The owner was very present during the whole of the set up phase concerning the interior layout and provided loads of input. "Our intention was to create a connection involving three generations of my family giving each the possibility to insert a personal touch from the first generation of 75 years to the last of just 7 and to have a yacht with plenty of substance to it and real value rather than trendy good looks" declared the owner.

The interior is all custom built by Fossati Design Bureau according to the owner's input who specifically requested a sophisticated yet welcoming post modern styling. This result was obtained by deploying matching essences in the main walnut, wengé, cherry, with eggshell or semi eggshell finish to contrast black lacquered furniture, sand and brown coloured skin as well as brushed bronze. There are numerous details which underscore the connection between the three generations involved. The wine cellar for example has been highly personalised to hold as many as 800 bottles, in addition to refrigerators, large deep freezers in which to store Italian delicatessen was a specific request from the senior generation. An office /study area with everything so as to be able to continue to work while cruising extensively and across oceans was dedicated to the second gen-

CBI Navi
Stella di Mare





CBI Navi
Stella di Mare





eration while for the third generation the children, there's a dedicated playroom comics, DVD films and cartoons.

Another personal touch is given by the presence of several ancient prints from the owner's private collection and two contemporary works of art realized by Peter Bellerby & Co. specially requested by Studio Fossati.

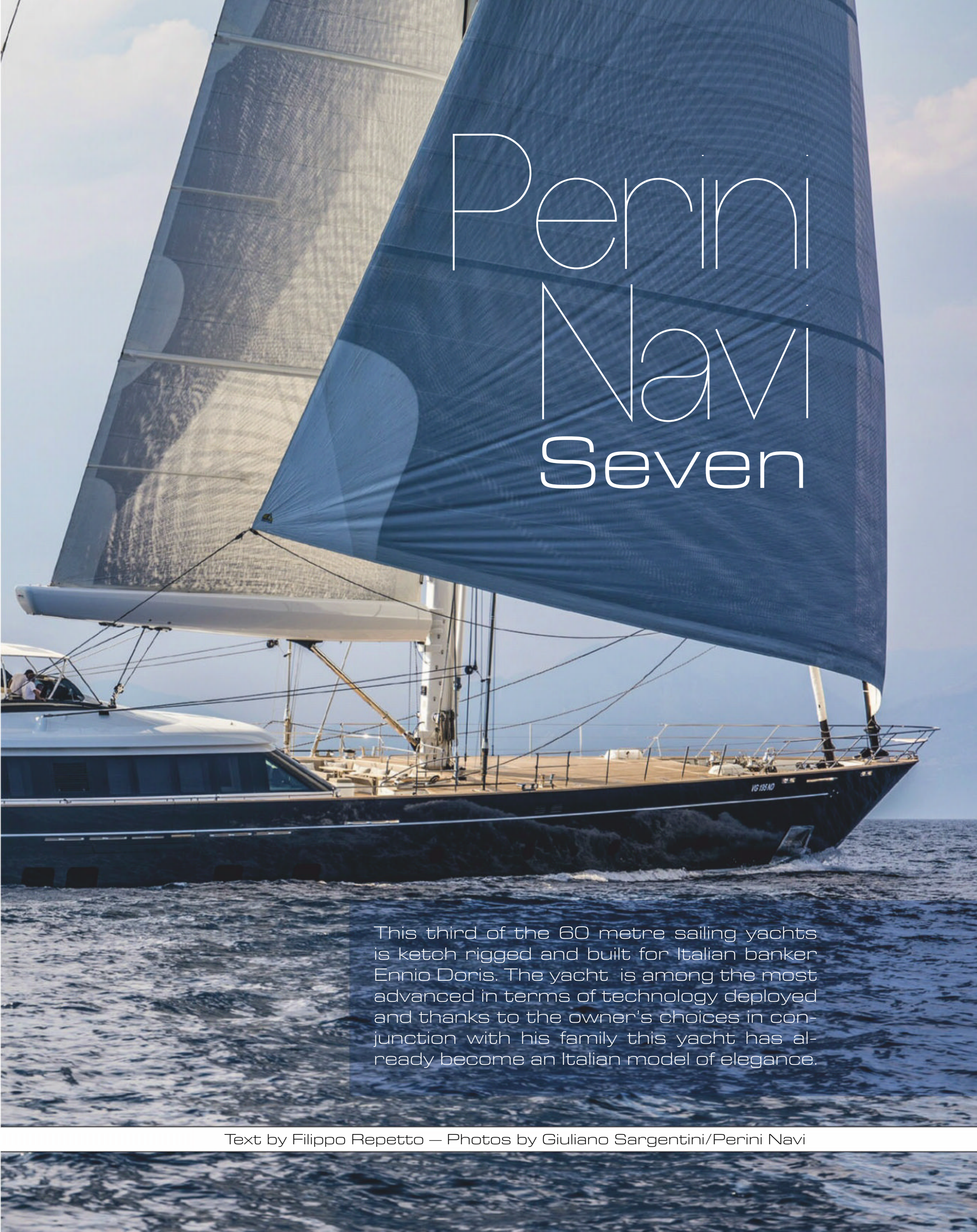
Stella di Mare has a five cabin layout with the owner's suite installed along the main deck and the guest cabins are situated along the lower deck of which one is a VIP while the others are twins, two of which have extra fold away bunks. Still on this same deck there are the crew's lodgings, laundry both with independent access and a direct one to the engine room so as not to interfere with guests' privacy. The captain's cabin is situated along the bridge deck next to the helm controls station. The helm controls station is well equipped and modern. The two caterpillar C32 1,000 HP engines can propel this yacht to a top speed of 14.5 knots. This performance is made possible thanks to a CFD developed steel hull, which has been tank tested to optimize performance and lower fuel consumption. At 10.5 knots Stella di Mare can cruise for 6,900 sea miles without stopping.

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CBI Navi Stella di Mare





A large sailing yacht, the Perini Navi Seven, is shown from a low angle, emphasizing its massive blue sail. The yacht is on the water, with another smaller white yacht visible in the background. The sky is clear and blue.

Perini Navi Seven

This third of the 60 metre sailing yachts is ketch rigged and built for Italian banker Ennio Doris. The yacht is among the most advanced in terms of technology deployed and thanks to the owner's choices in conjunction with his family this yacht has already become an Italian model of elegance.



Perini Navi Seven

TECHNICAL DATA

LOA: 60.00 m – LWL: 50.43 m –
Beam: 11.40 m – Draught (lifting
keel): 4.30/12.30 m – Dry displace-
ment: 574 tons – Type of rig: ketch-
Top speed (when motoring): 15
knots – Range at 12 knots: 3,600
nm – Guests: 12 – Construction
material: Aluminium alloy – Con-
cept: Perini design department
(Franco Romani) – Hull & water-
lines: Ron Holland – Interior Design:
Dante Benini & Partners Archi-
tects – Class: ABS Malta Cross A1,
Commercial Yachting Service, Mal-
ta Cross AMS ACCU MCA LY2
Compliant.

Any yachtsman will wonder at how many crew must be needed to handle thousands of square metres of canvass and to sail her effectively. Well if the yacht in question is a Perini the answer may well be surprising. And if we're talking about Perini's "Seven" the response will leave you bewildered. The point in fact is that this 60 metre ketch delivered several months ago to Ennio Doris – already former owner of "Principessa Vaivia" – is a treasure trove sporting loads of technologic marvels to make sailing easy, as easy as on a small sloop. Taking a closer look, we realize that the winches stand out of the chorus line, since on Seven they're three speed but they gear up or down accordingly in an automatic way which means the skipper can make necessary adjustments in a matter of seconds with stunning precision by choosing between the most performing and the softest modes: "comfort", in addition to which there's also "silent" mode which works directly off the batteries. In fact, Seven may well be taking part in the next Perini Cup competition (the seventh edition of the Perini Cup was held last September during which 21 superyachts took part). We're talking about cutting edge technology in every Perini sailing yacht; after all Fabio Perini founder of this historic yard was just 17 when he began to collect patents which revolutionised industrial production in several sectors. Back in the early eighties the first sailing superyacht which could be handled and manoeuvred in every phase directly from the cockpit soon after Perini's inception was thanks to Fabio Perini.

To optimize range on Seven, there's a special device which reduces drastically the energy needed to work the winches electrically, in terms of kilowatts from 22 to just 11. This winning attitude and fighting spirit in a quest for near perfection, has since led to optimize sail gear on deck further which when completed brought about a saving of as many as two tons which resulted in enhanced displacement, a lower barycentre (by 25 cms) which limits the necessity to extend the keel's blade as much as before to limit the angle of heel and be compliant to the requisites imposed by MCA certification.

But "Seven" is not only about avant-garde technology. This third 60 metre after Seahawk and Perseus 3, is fruit of harmonious team work involving the yard's design department managed by Franco Romani, and Ron Holland's design studio which contributed with hull and waterlines and with Dante Benini who was specially requested by the owner to handle the architecture of the interiors. The aesthetics are so unmistakable the yacht can be recognised as a Perini from miles away: the silhouette sports flowing lines and an almost imperceptible flare and the blue hull sits low on the water, and the coachroof rises only slightly on deck. The current set of sails adds an elegant touch as the mizzen sail and mast rise up only slightly below the main.

Once on board if it weren't for the typical gear on deck which has been meticulously installed away from transit lines and if it weren't for the sails and masts you could easily forget you are on a sailing yacht since the clutter free considerable deck space is so very similar to a motor yacht's of about the same size. In the majority of cases sailing yachts' bow areas host crew quarters, but not on board of Seven where we come to an amazing lounge forward which according to Lamberto Tacoli President and CEO at Perini Navi is one of the owner's



Perini Navi Seven





preferred spots, also because from there he can see at a glance what his seven grandchildren are up to and that inspired him to name the yacht Seven.

As our tour of the yacht continues Lamberto Taccoli comments that in spite of her size Seven's layout is essentially devised to host a family, albeit for a fortnight only for that is the maximum summer holiday period the Italian banker Ennio Doris manages to take and loves to spend it with his family on board.

Given the circumstances it is no coincidence that the owner's wife Lina and Massimo their son contributed precious input on which the architect could work in developing the project. At this point pertinent pictures speak for themselves more than words can in expressing how shared spaces and private areas blend harmoniously with dedicated refined taste while being definitely practical. Proof of this concept is Videoworks's inspiringly smart lighting system installed on board.

In a nutshell a complex Italian work of art, which proudly flies a large Italian ensign aft on her elegant sloping stern.

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Perini Navi

Seven





CANTIERE DELLE MARCHE

Superyacht SHIPYARDS

A RECORD YEAR

by Danny Lo

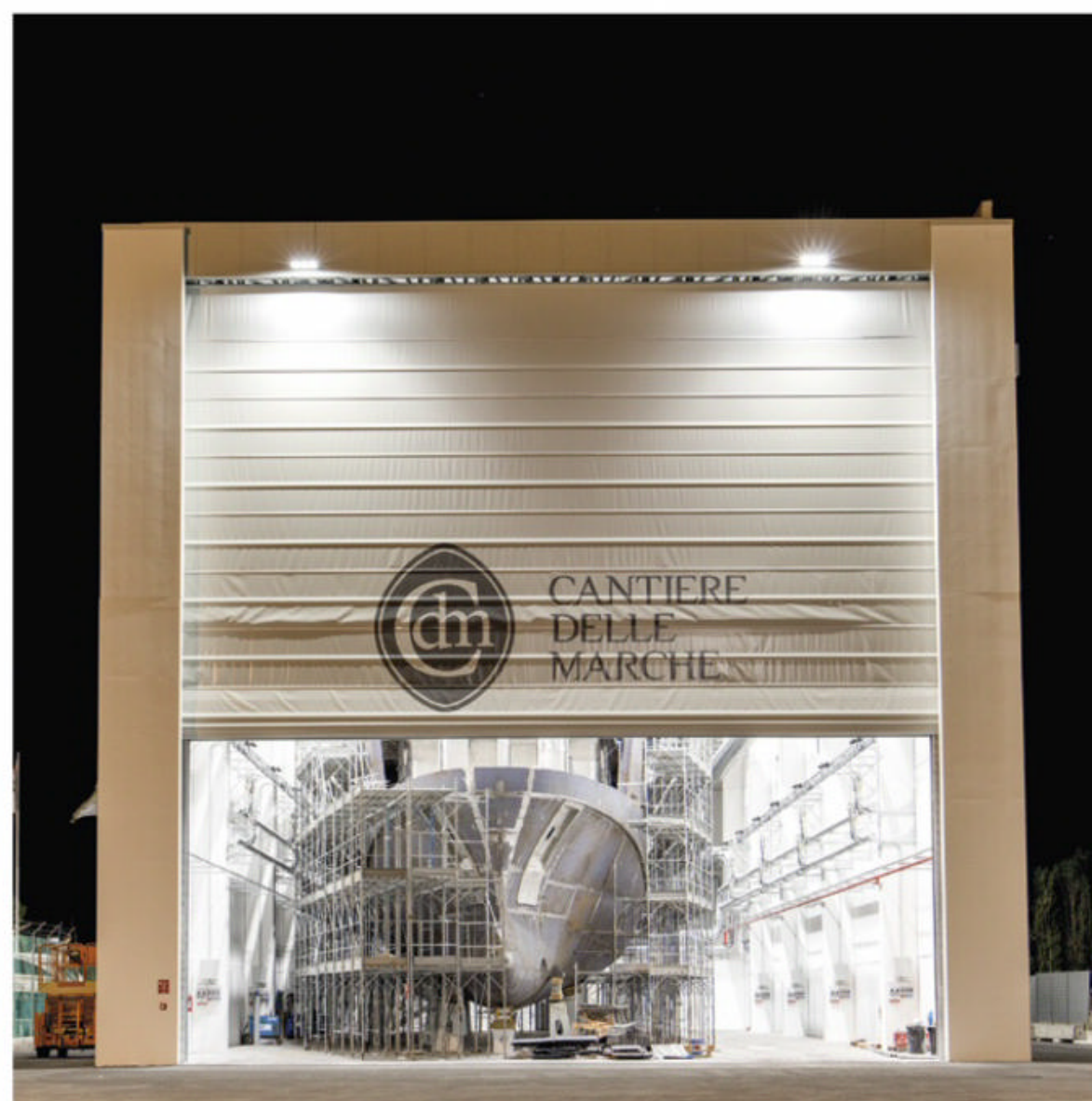




Bruno Piantini, Ennio Cecchini
Vasco Buonpensiere.
In the front page,
the 40 Flexplorer Aurelia 29.

Cantiere dell Marche's performance in 2018 deserves to be remembered. In the course of the last twelve months this Italian shipyard has initialled enough sales contracts to keep them very busy up until 2022.

CDM's success since inception in 2010 is remarkable. The yard's renown has been growing exponentially in just eight years, in the explorer yacht sector, which is one of the most expanding markets with congruent sales every yachting season. More than probably the right choice to build explorer type "navette" was made in the early stages and it has paid off in making CDM one of the world's principal shipyards in this sector. It is also fair to say that much of the success is owed to management's choice to turn to specialists in this specific field. Sergio Cutolo from Hydro Tec first and foremost then Mario Pedol from Nauta studio proved precious in developing the fleet. Explorer models the sturdy looking, gutsy and reliable ones that is, have nearly all been designed according to well tested parameters and specifications. Added values are what makes the difference and these are not



CANTIERE DELLE MARCHE

A RECORD YEAR



Darwin 102 Galego

mathematically the same for every shipyard. Behind CDM's success there's versatility whereby yachts are also semi-custom on pre-engineered platforms which is a time and production cost saving solution offering owners the possibility to chose whatever they wish in terms of decor in layout and styling, over and in addition to high quality and a considerable variety of diverse models.

In fact CDM's fleet was divided into two successful groups: the more traditional Darwin Class and the more modern one named Nauta Air. Of the first, eight models were launched: three Darwin Class 86', among which "Vitadimare" in 2011 when it debuted internationally, a 96', three 102' among which "Galego" in 2017 and a 107'. Of the Nauta Air range the yard launched five: an 86' a 90' a 108', an 110'



Darwin 86 Vitadimare



Explorer 40.22

and an 111'.

We should also add a further two of the Darwin Class which are currently in construction at the Ancona premises. A 102' and a 112'. In response to growing requests the yard has recently finished a new hangar for yachts up to 50 metres which will be flanked by another of similar size soon.

Cantiere delle Marche has been increasing the existing fleet

since summer last with an additional two lines: the Acciaio (steel) line which in more ways than one brings together most of the more important features of the other two lines. The first model of this latter line a 105' "Gatto" hit the water in 2018. While "Galego's" owner bought Flexplorer a 40 metre which he called "Aurelia 29" with reference to Lancia Aurelia and to the date he signed the contract.



Acciaio 103 Gatto

CANTIERE DELLE MARCHE

A RECORD YEAR

A number of owners requested that CDM build several one offs between 39 and 43 metres to underscore their successful career to date, which the yard promptly accepted to do. Among the projects there's Francesco Paszkowski's (Project MG 129), Tommaso Spadolini's (Explorer 40.22) Studio Sculli's/Floating life (Audace 42, launched January last and Horacio Bozzo.

In spite of its youth, this yard is growing steadily also thanks to the special relationship built up with clients to whom the yard has offered a further service via the new born Pre-Owned Sales Department, which handles the sales of pre owned CDM brand yachts alone as well as assisting owners through every phase relative to their purchases, or construction in case of new builds, while reselling their previous ones.

"Since we have many returning and repetitive clients, we decided to set up a made to measure service which acts as a broker in finding new owners willing to purchase from our existing fleet with the same dedicated passion and the same enthusiasm the first owner had when commissioning the yacht" commented Vasco Buonpensiere, co-founder, Sales and Marketing Director of the shipyard.

In the course of the approaching summer a new quay will become operational to make room for CDM yachts requiring work under warrantee or maintenance.

For further information: Cantiere delle Marche; Via Enrico Mattei 36, 60125 Ancona; tel. +39 071 206705, fax +39 071 205729; www.cantieredellemarche.it info@cantieredellemarche.it

Project MG 129



NautaAir 111 Hyhmä





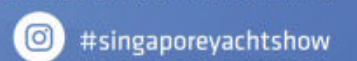
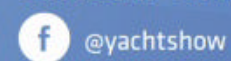
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BENETTI YACHTS

Superyacht SHIPYARDS

A FULL SEASON

by Daniele Carnevali

Benetti's new season, commenced towards the end of 2018 with the go ahead for the "Benetti Giga Season" and the launching of the FB-277 from the Leghorn yard which took place at the same time last December 18th. A further two over 100 metre units will be following shortly in addition to several other models of the fleet and between January and February the usual rendez-vous with the "Yachtmaster".

Benetti's Giga Season kicked off officially last December 18th with the launching of the 107 metre FB-277, a gigayacht with a gross tonnage of 3,300 GT built with Imperial Yachts. Benetti's FB-272 followed suit a couple of months later precisely on February 5th. It is about 100 metres long with a beam of 17 metres and a gross tonnage of 5,500 GT. The FB-272 is in steel with an aluminium superstructure built to comply to PYC (Passenger Yacht Code) norms. This giga yacht features a higher than average and hefty structure as the owner requested. The owner also contributed in developing specs. as well as some of the general guidelines initially with Hugo van Wieringen from Azure Naval Architects and later with Reymond Langton Design and Zaniz Jakubowski owner of Zaniz interiors. The exterior lines were finalised with the well known collaborator of the yard Giorgio M. Cassetta in the course of the post contract phase while Burgess Technical



Benetti FB 277



Benetti Diamond 145

Services team oversaw construction work.

The FB-272, the second of the season's three gigayachts is equipped with an innovative hybrid system made up of diesel electric engines and two Azipods linked to a set of batteries. The system was developed by Benetti's Technical Department with Caterpillar Seastema as well as ABB. The energy from six gen sets of 1,000 KW is channelled through an integrated control system which supplies on board plants, the two Azipods of 2.200 KW and recharges the 35 ton battery bank which can propel the FB-272 for as many as 12 hours without deploying the engines.

In the course of the launching in the presence of local authorities, international brokers, the owner's representatives and Leghorn yard's workforce, Paolo Vitelli Azimut President at Benetti Group declared: "I'm incredibly proud to be here on this very special day with the Benetti's and with friends and colleagues to celebrate together the launching of our latest incredible creation. This iconic project has triggered off a very important impact on the local industry which required over two million man hours put in by more than 100 suppliers. We can safely define it as a magnificent result for Leghorn but also for all the Made Italy. Making use of such a large number



Benetti FB 272

Benetti Yachts

Superyacht SHIPYARDS

A full season

of suppliers is one of Benetti's major policies. It brings Italian craftsmanship and the most advanced technologic solutions from international markets together in perfect harmony".

Benetti's Giga Season in Leghorn must not remove the lime-light from all the other bits of good news concerning the yard such as the launching of other important units making up the fleet which occurred at the Viareggio premises. In fact "Good Day", the fourth unit from the Mediterraneo 116' class was launched in the course of last December. This is a 35 metre in GRP and carbon fibres designed by Giorgio M. Cassetta. This yacht's main features are to be found in the full custom interiors as requested by the owner and where each area differs from the other thanks to a knowledgeable use of a wide variety of essences.

At the start of the new year another displacing yacht designed by Giorgio M. Cassetta, a Delfino 95' named "Eurus" the fourth model of this class, which is 29 metres long with a beam of 7 hit the water.

At the end of the launching in the premises of the Viareggio shipyard, CEO Franco Fusignani declared: "Today we're wit-

nessing another important step for Benetti and for this Viareggio shipyard as well. For the whole of 2019 the yard in via Coppino will be delivering 13 yachts among which four Delfino 95'. It is a model that owes its great success to the yard with as many as 6 already sold and two in their final stages here in Viareggio".

Following the official launching which took place in the beginning of January, "Eurus" was delivered at the beginning of March.

Another sale of Benetti's first Diamond 145 at the beginning of the season was sealed by contract. This yacht is a displacing 44 metre which debuted at the latest Cannes Yachting Festival it is the new flagship of the Class line and once again it owes the beauty of its lines to Giorgio M. Cassetta the yard's historical partner: "Diamond 145 was first presented only a few months ago but we intuited right from project design phase one, the enormous potential this model represented – in a nutshell a perfect summary of most of the features Benetti's Class Displacement yachts have possessed since the beginning of that line. Today, BP001 in construction at the Viareggio





Benetti Delfino 95 Eurus

shipyard is scheduled for delivery to the owner by the middle of 2020". Benetti also attended the Dubai International Boat Show 2019 after the French Yachting Festival September last, Hosted at the Dubai Canal Jumeirah from February 26th through to March 3rd 2019 is one of the most prestigious show cases of international yachting and is one which the yard chose to exhibit the scale models of its iconic yachts: B.NOW 63M, Diamond 145 and Delfino 95.

"The presence of Benetti at the Dubai International Boat Show clearly shows growing interest in the Middle East market, UAE and GCC" declared CEO Franco Fusignani. "Dubai's hyper technologic and luxurious soul welcomes Benetti's heritage and successful track record that is open to new business opportunities here and aims to consolidate the presence of the brand in the whole of the Middle East".

For further information: Benetti Yachts; via Michele Coppino 104, 55049 Viareggio Italy; tel. +39 0584 3821, fax +39 0584 396232; www.benettiyachts.it – info@benettiyachts.it



Benetti Mediterraneo 116 Good Day



The launch of the Benetti FB 272

Superyacht

SHIPYARDS

BENETTI YACHTMASTER

BRAVE CAPTAINS

by Nico Caponetto

What are approximately a hundred captains and a few tens of crew members doing in snow bound land in the middle of Garfagnana? Simple: they're learning how to light a fire with a flintstone and steel, to filter water with coal, to build traps in which to capture small animals. In other words a survival course.

This is one of the moments you could have experienced in the course of the 19th "Yachtmaster" event organized by Benetti Group between January 30th and February 1st dedicated to superyacht captains, crews, surveyors, and ship/yacht owners. A sort of team building which involved many seagoing professionals who will probably hardly ever find themselves in an emergency situation or having to survive in the middle of a forest. A couple of hours spent in natural environments as a metaphor of these men's and women's profession at sea. They're used to facing daily challenges which go well beyond navigation. And perhaps the strength and validity of Gruppo Benetti's initiative, is to be found in this unique aspect

Benetti Group has invited captains from every corner of the world to take part in the nineteenth edition of the "Yachtmaster".

A unique opportunity to train up to a fascinating professional role which is forever getting closer to the world of managers.

which has been perpetrating this meeting between captains, crew, yacht/ship owners and firms, by transferring a simplistic vision many have of a captain's profession which to them is made of exotic places and dream yachts, down to the real dimension which is very similar to the one a manager, or a CEO experienc-

es, in efficiently fulfilling his responsibilities and functions responsibly, with a difference: on a yacht entrusted to him by the owner. By attending Gruppo Benetti's workshops you can appreciate all the complexities involved in exercising the profession of captain today. Four sessions repeated in two days to give everyone the chance to fully absorb all the data. This year's "Yachtmaster" workshop took on four very actual issues beginning with the one which apparently seemed the more general topic: "The human factor in marine weather forecasting" speakers Gianfranco Meggiorin and Daniele Vitri from Navimeteo. "I'm not here to teach you how to interpret a weather forecast – were Meggiorin's opening lines – but to



underscore how the human factor plays an all important role in interpreting forecasts, and above all since extreme weather conditions have become unexpectedly more frequent with little warning'. And the value of a direct line of information from the forecaster delivering input to the receiver – the captain, has to travel two ways. This means the captain does not only receive data but becomes a source of precious information as observer and active protagonist who will react to input received accordingly. This is not only a mere idea but a project which Navimeteo has taken on with the contribution and involvement of numerous captains.

How do you deal with a crisis and litigation between crew members? Which are the procedures and norms? What about recommended behaviour; what is expected from a captain and which are his/her obligations? These and other questions concerning the management of a professional crew on board of large yachts were addressed in the course of a symposium entitled: "Crew crisis your legal resources" held by Maxime Brègon from Fraser Yachts and from Tom Becker and Adrian Ogier from Oceanskies. The cases examined were plenty, ranging from sexual harassment to the use of drugs, from small shortcomings to more serious situations. A

Paolo Vitelli, president of Azimut | Benetti Group



Benetti Yachtmaster

Brave captains

universe where who has been called upon to decide must be able to draw on reliable information both contractual and legislative in addition to having deep understanding, awareness and sensitivity.

Risks and how to reduce them

Giorgio Gallo and Enrico Ursomando from RINA took the floor in the course of the workshop entitled “Risk awareness, strategies and services for risk reduction”. “If you know the risk, you can avoid it”. For this is the premise from which Gallo and Ursomando kicked off before an international audience made up of captains coming from many different Countries. And to do this means working in a team, with the company you are with, with colleagues, peers and with those companies providing yacht management services and pertinent information in real time.”Calling into a port – they explained – can mean risking to violate privacy norms more than in another port, having unprotected on board systems can effectively incur in risking serious hacking of some of the equipment installed. Cyber security in consideration of the guests some of these captains have on board is today one of the main themes any yacht management company has to deal with in terms of security”.

Then we come to matters of taxation. Perhaps few of you are aware of the degree of knowledge every captain must have on this theme, not only about taxes concerning the Country of registration the yacht corresponds to, but also the



Franco Fusignani, CEO of Azimut | Benetti Group



Roberto Beretta

fiscal aspects of the Country whose waters the yacht entrusted to the captain's command is sailing. Here's why Daniela de Marco from Fraser Yachts, in conjunction with Ezio Vannucci from Moores Rowland Partners a fiscal consultancy firm, and with Clayton Fenech and Niki Travers Tauss from Valletta Superyachts Network based in Malta contributed to the workshop entitled: “Update on VAT and customs in yachting” by offering professional updating on matters concerning VAT and the necessary documentation required by Customs.

Two days of training therefore which began on January 30th morning with an opening speech delivered by Paolo Vitelli President at Gruppo Benetti. His introductory words went well beyond a mere welcoming. He underlined precisely to what extent the “Yachtmaster” workshop has become a qualifying even if brief moment of the Group's work.

A special morning in which number 19 took on a sort of magical aura. Nineteenth edition of the “Yachtmaster”, and 2019 the elected year of “Benetti Giga Season” highlighted by the launching and delivery of 3 giga yachts each measuring more than 100 metres. A productive workforce underscored by Gruppo Benetti's CEO, Franco Fusignani, who revealed in which way 2019 will be the year in which the Leghorn and Viareggio yards will be really busy, because they're building 20 new yachts, precisely six more than in the previous season.



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VSY: WILL HYDROGEN

FUEL THE FUTURE?

by Andrea Mancini

VSY, with Lloyd's Register and Siemens are together to bring hydrogen technology on board of a large yacht, an innovative VSY 65m Waterecho.

Travelling with zero emissions after having been sheer utopia for years, is now a dream which is gradually getting close to becoming reality. One of the most promising scenarios to make this dream come true is hydrogen, or better what we know as fuel cells. These deploy hydrogen to obtain electric energy. We're talking about a technology which fell short of the grand promises made back in the nineties and soon looked like a forgotten technological dream, nothing more. But surprisingly hydrogen has come back as never before. Just take a look at the automotive industry where leading



brands are promoting this technology with new zero emission models.

The shipping industry, with basically commercial ships has invested in passenger vessels cruising inland water ways and are currently building large units to cruise with offshore. In Norway for instance Norled ship yard is about to commence construction of what will be the first ferry in the world powered with hydro-electric energy which will be carrying up to 299 passengers and 80 motor cars.

And what about the yachting world? This segment too has found support and interest coming from owners who've become more sensitive towards eco- friendly solutions. So too are project designers and ship yards seeking more sustainable solutions for yachts on which to install "clean" technology, thus minimizing toxic pollution.

VSY is one of those yards which has always been at the forefront when it come to these topics. This Italian shipyard is currently applying sustainable principles in every production phase of every yacht built on their premises. VSY has been pioneering over time to install adequate modern systems to treat waste water on board of its yachts. Likewise solutions aimed at reducing pollution from exhausts, introducing "green" anchoring systems as well as other energy saving solutions.

Today VSY is again at the forefront of things in proposing a large yacht equipped with hydrogen fuel cells. We're talking about Waterecho VSY's new 65 metre designed by Espen Øino which is scheduled to be the first yacht to be installed with a system based on hydrogen, fuel cells and lithium ion batteries to produce 200 kw which will serve the stern electric engine (deployed when manoeuvring in restricted



VSY: will hydrogen

fuel the future?

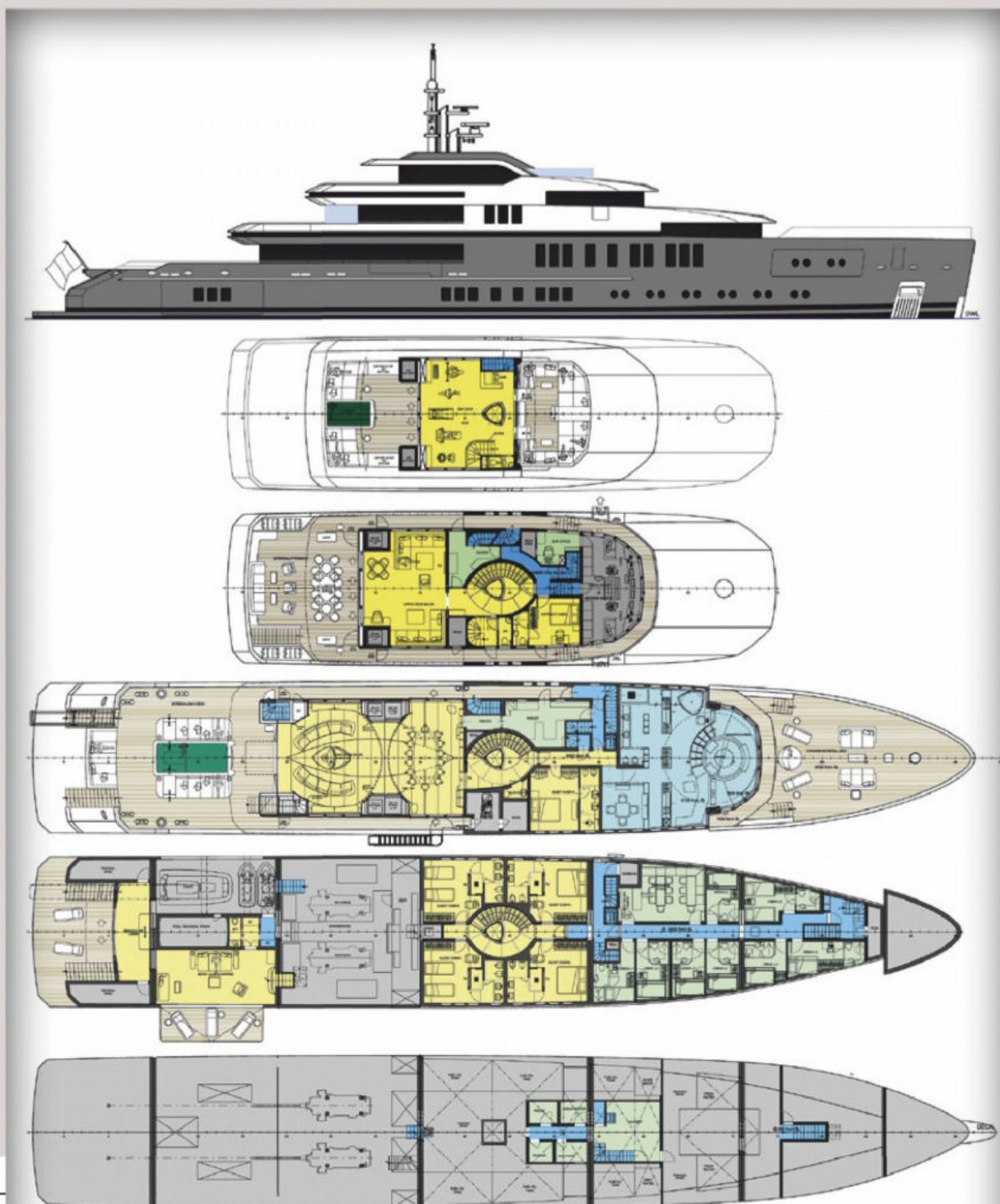
VSY 65M WATERECHO: A COULD BE "GREEN"

The road to environmental sustainability is a continual work in progress situation, also for a yacht! The new VSY 65 M Waterecho is no exception as old solutions blend into new ones to obtain materials and systems which empower a yacht's "green" values. In fact in addition to the already mentioned ongoing partnership with Siemens and Lloyd's Register, VSY's new 65M Waterecho is well integrated with several other solutions to bolster the degree of sustainability as follows:

- the optimization of hull efficiency and overhangs thanks to collaborative work with the most renowned institutes in the sector (MARIN) and with precious contribution of renowned experts.
- the installation of latest generation gen. sets which require considerably less fuel than earlier models.
- the installation of treatment plants to handle toxic exhaust gases deriving from main engines and from on board gen. sets.
- the implementation of heat recovery systems and the exploitation of water from radiators.
- The deployment of more ecological materials.

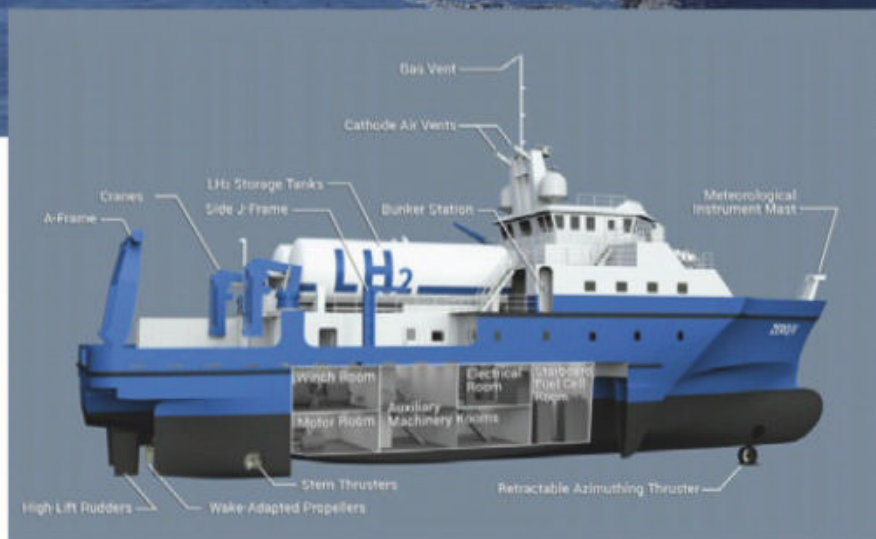
VSY 65M WATERECHO

LOA: 66.0 m
Beam: 11.0 m
Draught: 3.1 m
Engines: 2 CAT 1765 kW engines
Top speed: 16 knots
Range: 5200 nm at 12 knots
Construction material: steel/aluminium
Available interior surface area: 660 square metres
Available external surface area: 493 square metres
Gross tonnage: 1320 GT





Sandia is the project name of "Scripps" a research ship for San Diego University's oceanographic institute. It runs on hydrogen thanks to 10 packs of fuel-cell capable of delivering 1800KW with which to run on board appliances, services and electric engines. The ship's range is of 2400 nautical miles at 10 knots.



waters or as an auxiliary engine) and hotel services during night hours without using diesel gen. sets.

In practical terms even if only used for limited time and limited use in terms of energy such as night cruising at slow speed, the new VSY 65m Waterecho will not pollute at all!

To reach this objective VSY has involved several prestigious partners with whom, they signed an agreement by which to develop a project through which to outline and define fuel cell construction for on board use in the course of the latest Monaco Yacht Show. Basically we're talking about a feasibility study which is to be accomplished within 12 months covering every aspect as well as cost /benefit projections derived from the deployment of hydrogen fuel cells on board of a yacht with specific features and size.

This partnership other than VSY involves Siemens and Lloyd's Register who are giants in their respective fields. To clarify roles it is expected that VSY study technical and commercial feasibility concerning hydrogen fuel cells and

their installation on board ship, set up and oversee performance targets related to the production of energy required. Instead Siemens will supply know-how pertinent to its field, will deliver technical solutions for specific areas and will develop further technical solutions accordingly. Lloyd's Register will evaluate needed preliminaries at each step, to qualify the yacht for certification, will highlight necessary technical requisites by which to guarantee safety, use and stocking of hydrogen fuel cells on board.

The project in fact foresees deploying Siemens's SISHIP Blue Drive system together with hydrogen fuel cells supplied by PowerCell Sweden AB and with Siemens Blue Vault TM lithium ion batteries. We're in fact talking of a system where the SISHIP Blue Drive originally built to serve naval industries has been downsized for smaller units such as yachts. It allows the management and optimized distribution of energy. Furthermore the system can be easily integrated with diverse sub systems as in the given case where the make-up is battery banks and hydrogen fuel cell modules which produce and deliver a supply and a stocking system of efficient and sustainable electric energy. In other words will tomorrow's yachts use hydrogen? In a few years surely! In the very foreseeable future VSY's, Siemens's, and Lloyd's Register's feasibility studies for Waterecho the new VSY 65 metre project will tell us what to expect in the short term and which are the limits and or restraints if any, concerning the deployment of hydrogen fuel cells applied to yachts.

VSY: will hydrogen

fuel the future?

INTERVIEW WITH VSY'S TECHNICAL MANAGER

In order to know a little more about such an innovative solution for a yacht like the exploitation of hydrogen and fuel cells we asked Silvia Fogliuzzi Technical manager at VSY a few questions.

VSY has always been involved in producing more eco-friendly solutions for its yachts. This time by soliciting Siemens's and Lloyd's Register's contribution, they 're giants in their respective fields. How did this come about?

Yes at VSY we spend considerable time in research work to find new solutions which can make our yachts more sustainable and eco friendly to the environment but not only. We also endeavour to find ways of surpassing current limits both technical ones and normative ones as well. And that is why Lloyd's Register and Siemens have been the first we contacted right from project Waterecho's initial phases. Siemens, has been involved with the specific intention of the yard to exploit latest generation machinery and technology which means the generating of energy and its distribution on board. We found much reciprocal interest in hydrogen and fuel cells intended as fuel in general and for gen. sets respectively and to be integrated to a large yacht's main diesel-electric power house. This interest was later shared by Lloyd's Register which will be acting as controller and will be examining all the implications



As of this year we'll be seeing hydrogen fuelled buses in the streets of London.

arising which concern safety and liability.

According to the partnership signed September last which asked for a feasibility study to evaluate the limits and implications arising from the use of hydrogen fuel cells on a large yacht, we're about half way through the allotted time by now. What's the current state of play? Could you tell us a little more?

Following the presentation of the project at the latest MYS (Monaco Yacht Show) much ground was covered in little time

Ship with "BluDrive PlusC Siemens" system



to finalize concepts, define and delegate work accordingly. In the course of the meetings held between the end of last year and January of this one, we've come up with a preliminary Risk Assessment Analysis. At this point in time we've completed the first design screening phase in compliance with ship-right procedure and Lloyd's Register Risk Based design which will be addressed accordingly. This means that technical feasibility will be thoroughly assessed in all of its aspects. Swedish PowerCell is part of the development team involved inasmuch as it is producing hydrogen filled fuel cells with which Siemens is working to develop and implement these cells in their own energy and propelling integrated plant named SISHIP BlueDrive through which to supply more sustainable and efficient energy. In a nut shell each one of us actively makes specific know-how available to the others involved in this team work.

Which are the main issues you're confronted with at this point in time? Is it just a matter concerning the stocking of hydrogen? If so how are you planning to resolve it?

The main issue here is the use of fuel cells on board a yacht. In fact the deployment of this technology on board of ferries and work boats has even, if only recently become a reality. And surely stocking hydrogen is the main problem we're confronted with: evidently, being able to dispose of congruous quantities of hydrogen which correspond to a given range requires hefty considerable volumes of available space. It is therefore a question of optimizing the necessary space in which to lodge tanks according to the type of use envisaged in total "green" mode meaning zero emissions released in the atmosphere. Following this there's another issue which needs to be addressed: compliance to several requisites so as to guarantee safety which entails another set of rules, nothing new mark you when dealing with LNG propelled ships: But on board of a yacht where the value per square metre is very high you need to find suitable spaces without over penalising the layout of the interiors. Our feasibility study not only considers the importance of environmental impact in relationship to the availability of adequate interior spaces but also takes into consideration related costs as well. All things considered, this factor is not lightly dismissed when it comes to the bottom line.

Are fuel cells stocked in separate areas or are they installed in the engine room?

Fuel cells and tanks will have to be installed in separate compartments that have been built in compliance with current norms and requisites. The tanks built to contain hydrogen for example in addition to being highly robust to endure high pressures will necessarily have to be installed at a pre set distance from the yacht's sides as a safety measure. Likewise the area of the sides closest to the tanks will be strengthened accordingly to avoid breaking in case of exceptional loads and or collision with the tanks themselves.

Fuel cells and hydrogen translate into zero emissions. And just this would be enough to

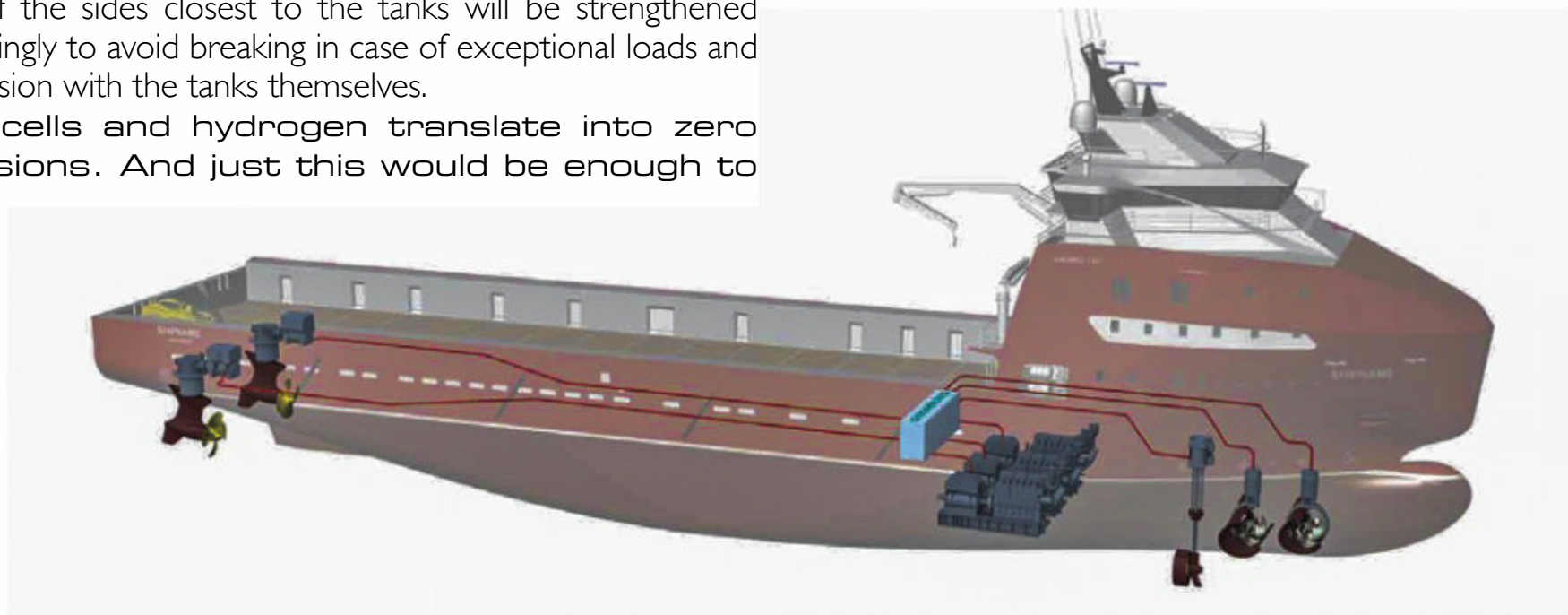
justify all of the rest. But are there other positive factors linked to this way of generating energy?

The aim of the study that is underway with Siemens and Lloyd's Register is to define what is in store for a specific case in given parameters which comprise: a system capable of delivering 200KW on board of a large yacht measuring approximately 65 metres in length with integrative power from hydrogen fuel cells and lithium ion batteries by which to power up the stern auxiliary engine without deploying diesel gen.sets. This leads to a clear definition of the complex construction and functional specifications needed in relationship to pre set performance standards. And according to the results obtained it will be possible to determine how large or small fuel tanks will have to be in the future. This is, in our opinion the real value of the current study. To know how far we can go, while considering both actual technological aspects as well as what they imply in terms of cost to benefit ratios and projections.

Given your experience do you think that the deployment of fuel cells on board of a yacht and quantities of hydrogen can be a doable solution? or due to the difficulties involved in stocking hydrogen is it still an un-resolvable issue? According to you how many years will it take to see a full hydrogen yacht cruise the seven seas?

Well from the shipyard's point of view as mentioned earlier, it has always been prized for its special dedication to sustainable themes, this project is obtaining growing consensus from the more "evolved" and sensitive portion of the market to which these themes are dear.

More generally speaking we feel that this project like others deserves to be mentioned for pushing for innovation in a tangible way, with as first objective respect for the environment. To whoever objects that there is no problem on this score most probably has little availability to hydrogen, nor an adequate distribution network, we wish to respond, that today there is a strong tendency to overcome the current scenario in virtue of the fact that there is a growing demand deriving from innovative projects which till recently were considered impossible or at any rate not feasible. Even if at this stage of the current state of play, it is difficult to envisage a full hydrogen yacht cruising in the short term since a large yacht is built to cover long distances and therefore needs considerable range and consequent adequate spaces for fuel tanks which are necessarily limited specially on yachts by comparison to ocean going ships and more so when it comes to deploying hydrogen.



LYNX YACHTS

Superyacht SHIPYARDS

HEADING TOWARDS EVOLUTION

by Nico Caponetto

Founded to build shadow vessels to support large yachts, today this Dutch yard produces another three lines: Custom, Adventure and Lov.

Lynx Yachts founded in 2011 in Nijkerk a small town near the sea about fifty kilometres South East of Amsterdam. Large canals intuitively reveal the sea isn't far away as large vessels of diverse types go about their business. And here on the shores of the big canal which connects this small town to the capital Lynx Yachts made their headquarters

with the large hangars in which steel and aluminium alloy boats are built. And strolling along the quay side you can feel the way the Dutch conceive the sea, their sea the north sea. A visitor's instinctive gesture is to touch, and gently stroke the beams and ribs of some of the boats as if to grasp their solidity and the know how passed on through time to anyone who builds boats in these places. Slim Bouricha founded and developed LYNX because he wanted a yacht which would feature the things he was looking for in a boat that he hadn't quite found at that point in time. After all we're talking about someone who's got a sincere passion for the sea. Apparently he outlined a sketch of his first boat when he was only four and began to sail as a young boy. He graduated from George Wash-





From right to left: Slim Bouricha - President and co-founder; Karm Borg - Director & CFO; Filippo Rossi - Sales & Marketing Director; Francesco Ruiz de Ballesteros - In-house Naval Architect & Technical/Project Manager; Arjan Zutphen - Production Manager & Marine Engineer.

ington University in Washington D.C. with a degree in mechanical engineering and started working in shipyards in diverse departments. Getting back to his first big boat originally named “Heliad II” and later re-named “Robbie Bobby”, a rounded stern 33.4 metre little ship all custom built at Lynx Yachts designed and built to the vision he had. While Heliad II was being built he got the notion about offering full custom yachts, in fact this soon became one of the yard’s main features while maintaining well defined projects, quality of build, safety and best practice as well as offering yachts according to owner’s wishes. This sums up the reasoning behind one of today’s four lines, the Custom line dedicated to building displacing steel and aluminium alloy yachts from 24 to 50 metres.

“This series – said Filippo Rossi – Sales and marketing director at Lynx Yachts, basically represents the know how possessed in building a yacht while adhering to owners’ requests”. Rossi’s arrival into Lynx’s team has triggered off international visibility of the yard.

With a degree from Milan’s Politecnico in 1999 Rossi started out in the yachting sphere as interior designer at Dalla Pietà Yachts prior to moving on as Charter and Brokerage Director at Floating Life, then on to General Manager at Arzanà Navi and Sales Broker at Fraser Yachts.

With all of the experience acquired under his belt in 2016 Rossi goes to Lynx Yachts where he’s currently consolidating the production of support vessels, known as shadow vessels whose task it is to support the owner’s yacht by way of carrying water toys, gear, crew, and more, as well as providing elegant accommodation on board of the support vessel to an extra guest or two.

Lynx is not offering anything new, but the right intuition is to give these boats a new face and to slot them into specific segment thanks to their special characteristics namely: sturdiness and sea keeping qualities deployed in preceding or following mother ship in any sea and weather pattern. On board there’s plenty of room for extra crew and guests, as well as a gym and an unprecedented huge deck area on boats of the size. The owner of YXT 24 Evolution which is to be delivered imminently asked that an off road vehicle be ferried across to mother ship!

The XYT series (Yacht X Tender) is the first born at Lynx. It is made up of displacing and semi-displacing support vessels built in steel and aluminium alloy featuring toughness and space. The first model of the series a 20 metre was launched in 2016 and paved the way to producing vessels with these features while privileging the brand in the segment. Following the YXT 20, we inevitably come to YXT

Lynx Yachts

Superyacht SHIPYARDS

Heading towards evolution



24, which is a 27 metre when considering the LOA (Length Overall), and two YXT 24 Evolution (the second one is still being built)

Our visit to the yard meant we climbed on board of the YXT 24 Evolution which should have been delivered by now and went on to visit the unit still in construction and could appreciate the quality and thickness of the construction material being used as well as the high degree of engineering which is at the very base of this yacht.

If the YXT series represents the brand's original matrix, and the Custom mirrors the yard's capacity in building full custom, the other two lines are left to represent the brand's evolution towards special yet diverse ways of interpreting life on board.

The Adventure series is made up of yachts between 29 and 37 metres for those discerning owners wishing to spend long periods on the water living their adventures while enjoying comfort. Space and sophistication in the furniture chosen are the dominating features of this series devised to enhance the pleasures of cruising and of discovering new places and where the concept of luxury is above anything else and means taking time enough to enjoy the sea miles ahead even before contemplating the discovery and beauty of the next waypoint.

Way ahead of a mere concept, the Adventure series can already count two finished projects under its belt namely a 29 and a 32 metre, the first having already finished all of the engineering phase.



Last but not least we come to the Lov series with the Lov 38 project, represented in the given case by a 37.2 metre fast displacing aluminium alloy hull fruit of team work involving Omega Yachts and Van Oossanen Naval Architects as well as Lynx Yachts of course. Lov 38 owes its name to the initials of the three companies that have best translated a project's shared passions and pertaining competences, a yacht which can show a completely different way of interpreting a sea voyage. The same care for details, the same very high quality material deployed to build, also found in the other lines, but with a diversity, with Lov there's a harmonious mix of ingredients between the existing flexibility, large interior and exterior spaces and speed. Capable of reaching 21 knots Lov 38 can speak the same

language of an owner who does not wish to do away with on board comfort, elegance, and safety derived from high quality builds, but one who at the same time wants to move faster, with less available time dedicated to long hauls between one unexplored way point and the next. Therefore quality in construction, obsessive care for detail, capacity in full custom builds cannot be the sole alphabet deployed at Lynx Yachts. There's also a live one: which mingles between cultures, and highly considers international status and the vision of a project into which loads of experiences converge, as well as skills and the pleasure of those entrepreneurs that have had the world as mere training ground for their projects. For further information: www.lynx-yachts.com

CANTIERI DI PISA

Superyacht SHIPYARDS

AN APPRECIATED RETURN

by Fabiano Maresca

Historic Italian shipyard Cantieri di Pisa has returned with hefty investments with which to tackle the future.

Founded after WW II back in 1945 and symbol of the made in Italy everywhere in the world, Cantieri di Pisa has gone through hard times changing hands in the course of the past few years when production grinded to a halt not once but twice.

At last it seems the storm is over and fair winds are blowing in their direction to carry the brand across oceans again. The

new ownership Sea-Finance, is made up of ambitious entrepreneurs with proven experience in this sector. They're keen to re-launch the brand by investing in new products and by renewing some of the existing fleet with the future in mind. "We're currently working towards shaping up a new range of products which will be maintaining the historical DNA of former Akhir models of this shipyard while we want the new range to become a point of reference thanks to new solutions and gear to upgrade ease of use", declared Simone Marconcini manager with experience gained at Nautor's Swan, Benetti and Logica Yachts who with Pietro Comero, President and other contributors are busily managing the re-launch phase. "I'm afraid I can't tell you much for the time being" Marconcini added, "I will only say we're pointing at



the top, and I assure you it's going to be thrilling and we'll be keeping you posted with further details".

Meanwhile just a handful of months have gone by since re-booting and at Cantieri di Pisa there are already as many as three units being built simultaneously: two Akhir 108 and one Akhir 118, one of them is scheduled for delivery towards the end of the year.

As for the future, Simone Marconcini declared: "We want to develop several solutions which will blend well with the elegant design for which Cantiere di Pisa has always been known for and with technological solutions which deliver maximum comfort, safety, liveability and respect for the environment".

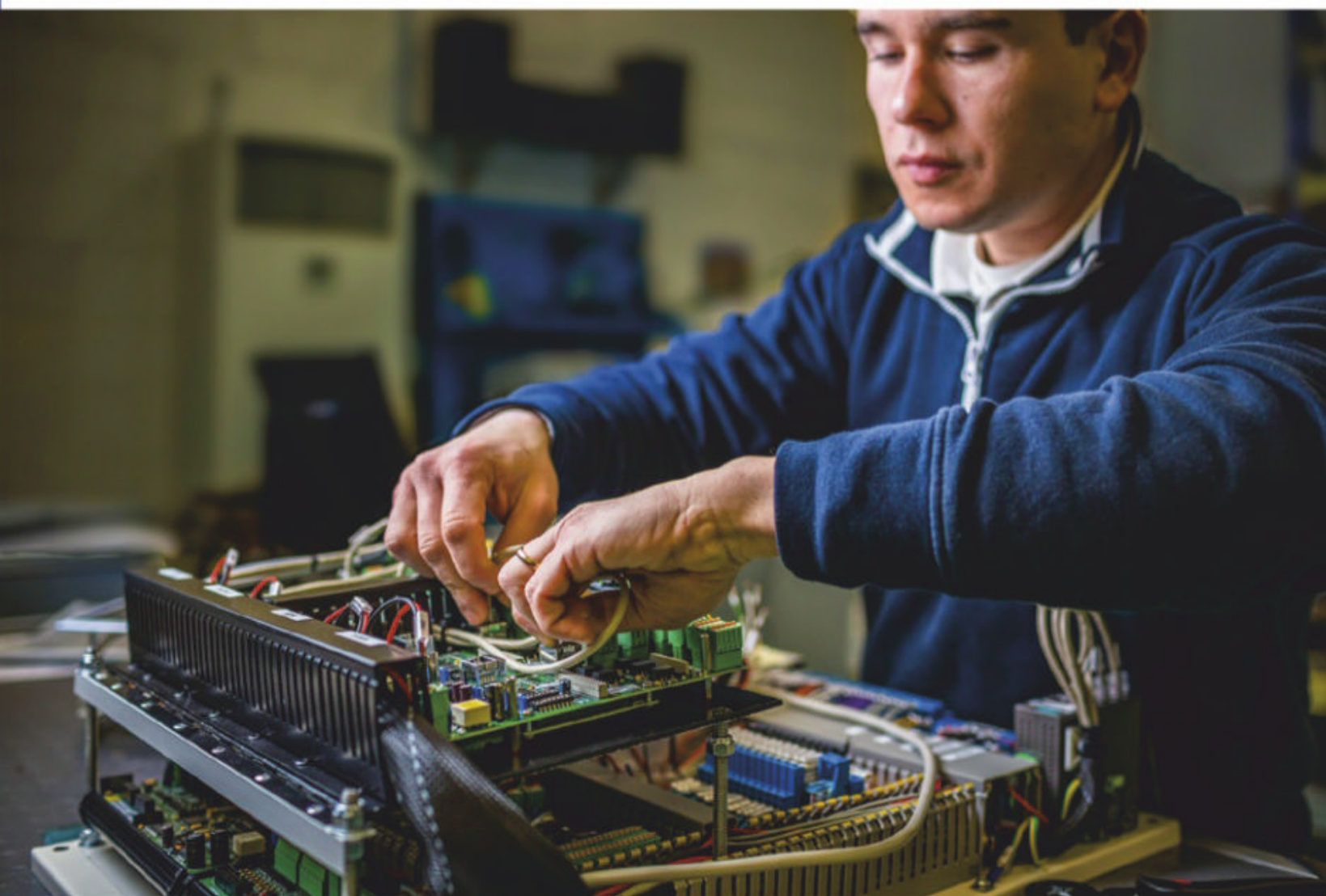
For further information: www.cantieridipisa.com



Superyacht **TEAM ITALIA**
COMPANIES
TOWARDS A GLAM 2019
by Danny Lo



Massimo Minnella and Daniele Ceccanti, co-founders of Team Italia



Team Italia has been developing and integrating navigational aids for the superyacht sector for more than twenty years. It has more than 500 projects to its name for yachts ranging from 30 to 100 metres to which the ones envisaged for 2019 have yet to be added.

As many as 36 yachts which have installed Team Italia's equipment into their helm controls stations are scheduled for launching or delivered this year. Among these to name a few of the larger ones, there are: the 80 metre Columbus Yachts, the new 105 metre by Benetti, the first 62 metre by Sanlorenzo, Perini Navi's 25 metre Eco-tender, a Pershing 140, a 50 metre Riva Yacht and the new F74 by Codecasa.

All these models will be equipped with Team Italia's I-Bridge dashboard/console. Some of these will be sporting the Air Wings version, while the 69 metre

TEAM ITALIA

Superyacht COMPANIES

TOWARDS A GLAM 2019

“Spectre” by Benetti which is scheduled to debut at the coming dedicated events, will be equipped with a special dashboard by Team Italia containing innovative mecha-

tronics. In the years to come, Team Italia plans to not only install dashboards on new superyachts, but also to develop new products to launch on the market. “Our R&D department is currently finalizing the completion of new technical components and innovative software solutions which will be presented in the course of the coming months” said Daniele Cecanti, co-founder and R&D department head at Team Italia.

For further information: Team Italia; Via Marco Polo 190, Viareggio (LU); tel. +39 0584 393018; www.team-italia.it info@team-italia.it







Azimut Grande's
new entry level
is a concentration
of technologies,
packed into
an attractive
design by
Stefano Righini.

Azimut Grande 25 Metri

by Danny Lo



With an overall length of 23.99 metres Azimut Grande 25 Metri slots into the small ships category and is therefore an ideal yacht for those wishing to possess a boat that has little to envy of large superyachts, at least in term of volumes, technology and appeal, but is dispensed from having to comply to a set of norms required in several countries when registering a yacht of over 24 metres. Thanks to the now consolidated Carbon-Tech technology with which the shipyard builds superstructures, hard tops, roll bars and stern transoms, Stefano Righini exterior designer has developed a slim and lightweight design project which is at the same time as voluminous inside as the interiors of larger yachts. This yacht features an appealing family feeling which is immediately perceived in all the yachts of the same Grande fleet thanks to large floor to ceiling window like ports, a toe rail which is





installed in sections which leaves adequate gaps between one and another so as to maximize views from within as far as the eye can see, vertical bows in addition to a lounge situated in the bow area. The furnished area aft in the cockpit leads down to an ample bathing platform and garage in which to stow the yacht's 3.90 m Pirelli Azimut Special Edition tender by Tecnorib and a pair of Sea Bobs. The fly bridge features three different areas, the one further forward towards the bow sports a well equipped helm control station and a sun bathing section dear to tan fans, astern of this first area there's a hardtop which provides shade enough to the al fresco furnished dining area behind which the third area further aft can be deployed as a lounge area or host a hydro massage tub. Achille Salvagni drew up the interiors which feature sinuous curvy lines and unusual layout specially





when considering the welcoming open space saloon area which is furnished with comfortable sofas and adequate seating that can, when needed double as a dining area thanks to a fold away pop up table. Matching colours ranging from violet blue to crimson and fine fabrics complete the picture with special carpeting as requested by the owner.

The cabins including the owner's are situated along the same area but the owner's runs full beam across at amidships, the remainder comprise a VIP, a double, and a twin. The crew's lodgings are independent and separated from the guests and owner's to guarantee privacy. An optional configuration offering extended privacy can be set up deploying tinted cut glass sliding doors as far as the technical

Azimut Grande 25 Metri



area along the main deck such as the helm controls station and galley.

As for the technology installed, Azimut adopts latest generation systems also on the Grande 25 such as Active Trim Control and Electronic Power Steering which fall into and are part of ECS (Enhanced Cruising Solutions) package offered by the yard, while Raymarine's monitoring system has been adapted to work with input from several other navigational aids and brands.

There are two separate options with which to propel Azimut Grande 25: a pair of 1,650 HP MAN diesels or alternatively a pair of 1,800 HP MAN engines which deliver a top speed of 29 knots.

For further information: Azimut Yachts; Via M. L. King 9/11, 10051 Avignana Italy; tel. +39 011 93161; www.azimutyachts.com – customercare@azimutyachts.net

TECHNICAL DATA

LOA: 26.60 m – Hull length: 23.99 m – Beam: 6.20 m – Draught: 1.85 m – Displacement fully laden: 76.3 tons – Fuel tank capacity: 7,800 litres – Water tank capacity: 1,100 litres – Cabins: 4+2 – Bathrooms: 5+1 – Engines: 2x1,650 HP MAN V12, 2x1,800 HP MAN V12 – Top speed declared: 29 knots – Recommended cruising speed: 24 knots – Exterior Design: Stefano Righini – Interior Design: Achille Salvagni – Engineering: Pierluigi Ausonio Naval Architecture – EC Class: A16 – Construction material: Carbon fibre and GRP.

Azimut Grande 25 Metri







Cayman F920 Yachts

Flag Marine Group acquired Cayman Yachts returned on the market and in 2017 decided to hit it with their entry level S450 yacht. The following year pointing higher it presented flag ship F920 in the course of the autumn international yacht shows that year.





Flag Marine Group acquired Cayman Yachts returned on the market and in 2017 decided to hit it with their entry level S450 yacht. The following year pointing higher it presented flag ship F920 in the course of the autumn international yacht shows that year.

Featuring an elegant design and rich interiors by studio Ferragni Progetti and for the interior layout Isabelle Blanchere the Cayman F920, top yacht of the former Cantieri Navali del Tirreno is at the same time sporty looking and stands out from the brand's parameters which is historically recalled for its coupé styling, sporting sober, simple design work with a distinctive silhouette thanks to an elaborate and exclusive fly bridge.

The same detailed care has been detailed to this motor yacht's interior layout where Isabelle Blanchere has selected upholstery, fine fabrics and furniture from the world's trendiest firms. The first striking thing as you move into the main saloon area is the number of different pieces of furniture, like sofas by B&B and Minotti, fabric By Rubelli and Armani, a Studio Art panel in skin, a Porta Romana lamp, marble and precious essences enriched by strong natural light thanks to large window like ports and from cut glass see thru' doors dividing the main saloon from the dining area. Out on deck opposite the dining area, two inspiring balconies open out from the topsides on each side to offer a horizon view from the dining area within. The first F920 possessed a four cabin layout each with dedicated bathroom. A five cabin version is also available. In both options the night zone is situated along the lower deck which is accessed via an elegant backlit onyx stairway, and every cabin is furnished with Studio Art skin panels, lamp shades and wall lamps by Porta Romana and handles by Philip Watts. The owner's suite runs full beam across and is



embellished with a Sonite Thai mosaic and Porada furniture, while the bathroom boasts Paul Macheret copper details as well several ornaments from Paris THG collection. The helm controls station equipped with Garmin navigational aids is situated on the upper deck. The F920's interiors are certainly refined and so are the exteriors where the furniture is all by B&B but from the Outdoor Collection.

Two hefty MANV12 1,900 HP diesels are linked to Humphree interceptors fill the engine room with a Seakeeper gyroscope stabiliser plant. Alternatively a pair of MTU 2,600 HP engines as in the first model can be installed. With this latter configuration this yacht reaches a top speed of 33 knots with a recommended cruising speed of 25. As an alternative to in line drives the yard suggests deploying four Volvo Penta IPS 1350 of 1,000HP.

For further information: Cayman Yachts – Flag Marine Group; Via dell'Industria 19, 57016 Rosignano Marittimo (LI) Italy; tel. +39 0586 764210, fax +39 0586 769631; www.caymanyachts.it info@caymanyachts.it



TECHNICAL DATA

LOA: 27.00 m – Beam: 6.60 m – Draught: 2.08 m – Displacement fully laden: 85 tons – Fuel tank capacity: 10,000 litres – Water tank capacity: 2,000 litres – Engines: 2x1,900 HP MAN V12; 4x1,000 HP Volvo Penta D13 IPS 1350; 2x2,600 HP MTU 16V 2000 M96L – Exterior Design: Ferragni Progetti – Interior Design: Isabelle Blanchere.



WALLYTENDER

by Danny Lo

In the course of the latest Boot Düsseldorf, Ferretti Group announced the signing of an exclusive license agreement to acquire Wally brand yachts which expands the company's already considerable portfolio brand made up of Ferretti Yachts, Pershing, Custom Line, Itama, CRN, Riva and Mochi Craft.

Alberto Galassi CEO at Ferretti Group said: "There has long been a mutual fascination between us and Wally and as of today we will continue to develop this extraordinary brand with method, vision and investments. As a yachting enthusiast, I'm very much looking forward to discover the boats that will come from this exclusive collaboration with Luca Bassani. It is easy to foresee that they will push the frontiers of innovation and aesthetic avant-garde to new echelons".

Wally slots into Ferretti Group's investment plan which in the four year period from 2019-2022 will be setting aside 84 million euro to develop the brand and in the design and construction of new product ranges.

Luca Bassani founder of Wally commented, "Today's market requires significant investments to develop new products and

new markets. Ferretti Group has great industrial, organizational and commercial capabilities and will be able to boost Wally. I will continue my design and development activity on an exclusive basis, while ensuring the continuity of Wally's DNA. This new partnership which was announced only January last has already produced project design work for the 48 Wallytender which will be built like all future Wally yachts at Ferretti Group's SuperYacht Yard in Ancona Italy.

Compared to the first Wallytender, the new model boasts larger volumes and additional solutions devised to meet day boating requirements such as a small galley, a spacious cabin with a shower unit, an opening transom which increases spaces aft in the stern and facilitates access to the water.

Luca Bassani added: "The new 48 Wallytender proves that Wally's DNA is perpetrated through the partnership with Ferretti Group". Wallytender has represented our will to live the sea in open air while offering the pleasure dayboating delivers, ever since our entry into this motor propelled segment back in 2001. Today we're proud to introduce the renewed





TECHNICAL DATA

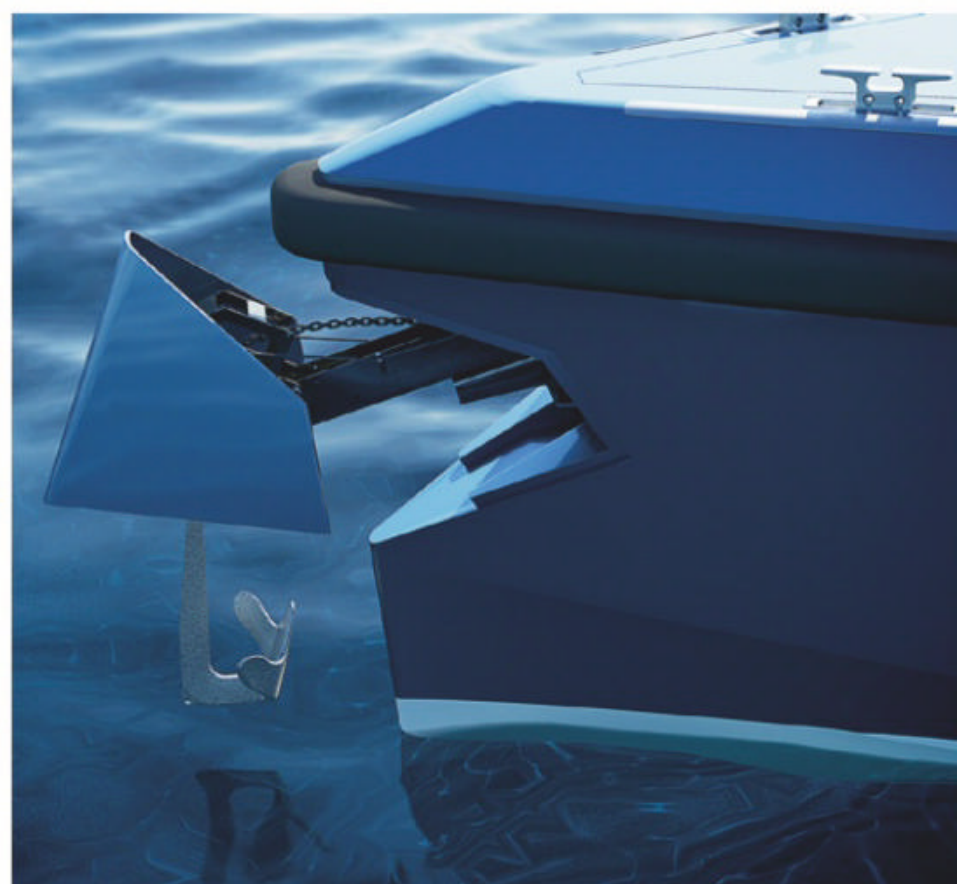
LOA: 14.50 m – Beam: 4.39 m – Draught: 1.09 m – Dry displacement: 11,250 kg – Fuel tank capacity: 1,200 litres – Water tank capacity: 240 litres – Engines: 2x510 HP Volvo Penta IPS 650 – Top speed declared: 38 knots – Range at 30 knots: 300 nm – EC Class: B.

version of the original Wallytender into which these concepts have been further developed”.

What stands out more than anything else is the extra space made available, we find a real cabin with dedicated bathroom and shower unit thanks to non invasive higher top sides that do not contrast the pleasing to the eye lines typical of the brand. The exteriors have been modified to some extent mainly in the cockpit area aft where a small galley has been installed to better exploit this Wallytender 48. In addition to the transom opening outward to facilitate access to the sur-

rounding waters, the aft topsides can also open out creating an even larger stern platform which hosts a stern boarding ladder that doubles as bathing ladder. Furthermore there's plenty of room for diving gear and water toys while a special device by Besenzone makes anchoring easier. A carbon Bimini hardtop is also foreseen to enhance comfort while providing shade. A pair of Volvo Penta IPS 650 engines ensure a top speed of more than 35 knots.

For further information: www.ferrettigroup.com
www.wally.com



BRIGHTENS UP THE ENGINE ROOM

by Danny Lo

Founded in 2007 to produce and develop highly technological lighting systems and plants, Lumitec which is considered today a USA based sector leader was ranked in Inc. Magazine among the top 500 firms which clocked the highest worldwide growth rate in 2008.

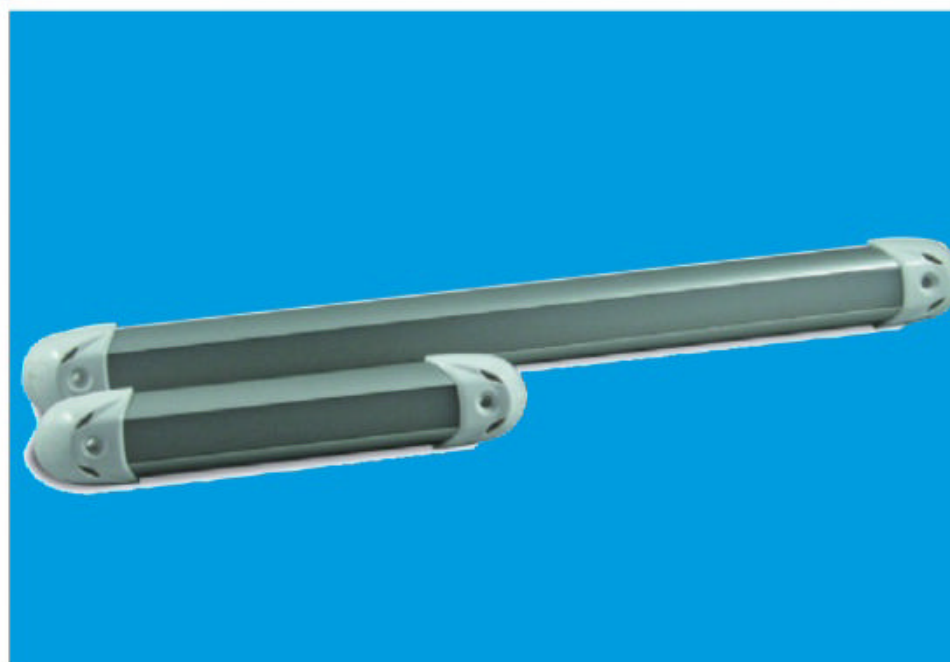
The ingredients which made this possible are essentially two: reliability and efficiency accompanied by a very good quality/price ratio. The firm's catalogue privileges lights for engine rooms: hi-tech plants, compliant to IP67 standards that are aesthetically speaking pleasant.

Nevis is this firm's historic model, the very first twin coloured light designed for technical areas it is available in the following versions: white/blue or alternatively white/red with an output of over 1,000 lumen over 180°. Nevis is sealed off, fire resistant and is compatible with most PWM intensity faders.

Rail 2 is only 30 centimetres long and 2 thick. It has been designed to be fitted into very cramped spaces. It is 100% waterproof, it is available in four diverse colours, warm white 3,000 K, neutral white 5,000 K, blue, red in the RGBW version and in the more compact Mini Rail 2 version.

Ibiza is just 9 centimetres long and delivers more than 1,000 lumen over 180°. It has been designed to be attractive and aesthetically speaking pleasant to look at. It is available in white or black either with a single or bi-coloured light.

For further information www.lumiteclighting.com



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INTERVIEW WITH CAPTAIN

Superyacht

CAPTAIN'S CORNER

CARLO CAVALLO

by Martino Motti



Where are you from Captain?

I'm Italian from North Italy, I was born 56 years ago in La Spezia a sea port town overlooking the Ligurian Sea.

How did you get involved with the sea?

Well as I've just mentioned I was born in a sea port town and was soon very impressed by the commercial port as well as the naval base of the Italian Navy. Imagine the Navy's building was virtually next to the one I lived in. Some of my relatives were seafarers and I would be often fascinated and attracted by their accounts and tales of their adventurous crossings: in a nutshell my destiny was clearly that. I have been attracted to the sea ever since childhood and it has played an important role in my life.

Schooling?

After finishing school proper as it were I went on to University for a couple of years, but I was neither overjoyed nor really convinced I was doing the right thing, so I left and decided to go to sea. I soon discovered that merchant ships were not what I was looking for and in those years yachts were far and few between in our waters. The Gulf of La Spezia lived off commercial shipping, the Navy and to a lesser degree fishing. Hence a painful decision was taken and

reluctantly off I went.

Which are your early recollections of the sea and boats?

Well as a child I used to be always attracted to boats and sea. And ships often triggered off inspiration and made me wonder as they slowly left the port. At ten I began to row or sail out in small open boats, to me it was like crossing oceans and that is when passion for boating got me.

How was the impact with work proper?

It was something gradual which developed over years until I began to crew responsibly which entailed accumulating know how and experience enough to make a solid career of it.

Your initial experiences at sea?

They were on sailing yachts and by today's standards they were tiny, yet my innate spirit of adventure and daring attitude I possessed in the course of those years underscored my experience.

Preceding commands?

I dare say for more than thirty years and nearly always over long periods. For example I've been working with the same company now for approximately ten years.

Which are the main features of the yacht you are currently in command of?

You're looking at a San Lorenzo 35 metre motor yacht which was delivered in the course of last summer and we're currently carrying out a number of small jobs with the yard's assistance. I must say we're talking about details as the yacht cruises very well and is built with cutting edge technology. The yacht is propelled by a pair of 900 Kw MTU engines which deliver a top speed of 17.5 knots with a recommended cruising speed of 12.5 knots. Imagine that at 11 knots the yacht's range is of 2,750 nautical miles. Two Kohler gen. sets of 70 and 50 Kw respectively ensure more than what is needed to power up and run everything on board including stabiliser fins, bow and stern thruster props, navigational aids and additional Furuno safety gear.

The interior decor the owners requested is typically minimalist yet welcoming while sporting Italian styling which is much appreciated everywhere. The interior layout along the lower deck houses four guest cabins two of which are doubles and the remaining two are with twin beds plus a foldaway bunk bed in one of the remaining two. The owner's suite is situated along the main deck where there is plenty of room for the main saloon area. Climbing up the staircase to the upper deck, housing the helm controls station there's another yet smaller and more functional saloon /lounge area. Proceeding further up you come to a generous sun deck ideal for tan fans with a considerable hydro massage tub. Plenty of additional external space all round translates into panoramic views out in the open air for guests to enjoy and not only.

Your favourite Marina?

The winter season is normally spent in Porto Mirabello a welcoming touristic port which is tucked into the Gulf of La Spezia. It offers great shelter; it is safe and is also a stone's throw away from the city centre which is a great advantage to those on board. Adjacent to

the Marina itself there's a readily available efficient ship yard.

Your preferred route?

We leave la Spezia behind at the beginning of the season usually at the end of May and point our bow southward stopping off in the most popular spots in Mediterranean waters. I am very fond of the South of Italy most of all Sicily which to me is appreciably more genuine than many other places.

Which do you consider as being major innovations that have been significant to the yachting world and why?

Modern yachts are completely dependent on electronics, probably too much.

Nevertheless navigational aids and more so, safety gear and standards deployed in search and rescue operations at sea are efficient and have reached high standards, even when considering that research and development never stops and we're sometimes presented with futuristic looking gizmos and tools.

What is your worst recollection as ship's captain?

By nature I am cautious enough but going down memory lane to

what happened many years ago when there was no internet, I will always remember we were sailing from Sardinia over to the island of Minorca and the weather forecast on the VHF was wrong, there was no mention of worsening conditions and sure enough we sailed into a storm off the bottom end of Gulf of Lion. We managed to reach our way point safely and sound with no damage but it is something I will never forget.

What do you think about your role as captain and of the yachting world you work in?

I am convinced the role of captain on any superyacht is a delicate and complex affair. It is by no means easy to reconcile a reality where crew, guests and owners live. Often enough nationalities differ but this is also one of the more interesting job related aspects perhaps. Making ends meet within the allotted budget often requires expert juggling on these very costly yachts. Luckily enough there are service companies like Plus Marine® from Genoa which offer uniforms for crew, deck technical supplies, security, food and beverage and more which greatly simplifies our work. Today in spite of my age I'm still winning and can carry out my job with passion, I'd never substitute it for anything else.

The advertisement for Maremoto Genova 1990 features a large banner at the top with the company logo and name. Below the banner is a collage of six small images showing various water sports: jet skiing, scuba diving, windsurfing, surfing, a bicycle, and a person on a jet ski. The main part of the advertisement shows three jet skis (Sea-Doo, Kawasaki, and Yamaha) on the water. At the bottom, there is a list of sponsors and partners, including JET SURF, ZAPATA, NALTI BUDY, YAMAHA, SEABOB, Kawasaki, radinn, Aquaglide, WAVE BOAT ITALIA, gocycle, and JETPILOT. The contact information for Maremoto S.a.s. is provided at the bottom.

MAREMOTO GENOVA 1990

JET SURF **ZAPATA** **NALTI BUDY** **YAMAHA** **SEABOB** **Kawasaki** **radinn** **Aquaglide** **WAVE BOAT ITALIA** **gocycle** **JETPILOT**

MAREMOTO S.a.s. - via Tabarca 70 - 16147 Genova ITALY - www.maremoto.net
tel. +39.010.377.67.41 / +39.010.373.28.63 - info@maremoto.net

BARAKÀ

Superyacht FASHION & STYLE

ITALIAN JEWELLRY

by Fabiano Maresca

Barakà was founded in the roaring sixties. Its brand name for men's jewellery, is renowned everywhere for its innovative styling and dedicated research.

Barakà's collections are designed to satisfy every distinguished gentleman's wish every time whether it be leisure or business whether it be by day or by night as they're inspired by romantic tales, adventure and icons representing Italian design. This "maison" well represents the top end of Italy's jewel making craft with necklaces, cufflinks, bracelets in innovative materials among which carbon fibre, titanium, aluminium, ceramic, and 316L graded stainless knowingly matched to gold and diamonds which stand out for

technical details going from a gimballed joint and special screws machine tooled with great expertise and care. There is something to match and be on par with every time with Barakà's ware from sport, leisure and business. Likewise, Barakà's Casinò, collection influenced by Venice's "Ridotto" which once was one of Giacomo Casanova's favourite haunts is made up of 21 pieces only – in limited edition; Barakà by Pininfarina comes from collaborative work with this famous Italian design studio taking inspiration from the automotive world; followed by the 8848 Collection which honours the first climbing of Mount Everest on May 29th 1953 (the summit being of 8,848 metres above sea level) with a bracelet featuring a clip which recalls the real gear deployed to climb with; the 316L Collection is inspired by the Chrysler Building in Manhattan the spire of which in 1930 made it the highest building in the world.

For further information: Muraro
Lorenzo Spa; Via Pasubio 51/53,
36051 Olmo di Creazzo (VI);
tel. +39 0444 341341;
www.baraka.it
baraka@baraka.it





COLUMBUS

Superyacht

WORK IN PROGRESS

SPORT 50

by Daniele Carnevali





Work in progress on Columbus 50 metre Sport line is advancing rapidly at the Gruppo Palumbo Superyachts premises in Ancona Italy
Luca Dini delivered project design work for the interior layout and the exteriors which maintain the sporty looks already seen on the smaller 40 metre. In spite of more



Columbus

Superyacht WORK IN PROGRESS

Sport 50

voluminous interiors guaranteed also by the vertical bow the yacht remains below 500 gross tons.

The hull which has been wheeled into the appropriate hangar will be joined to the superstructure. Luca Dini has drawn up harmonious well balanced lines which highlight the yacht's dynamic looks which feature in the yard's more recently produced units as well, while the interiors comprise five cabins for 12 guests and crew quarters which can lodge up to nine. To convey loads of natural light inside, along the main deck and fly bridge offering uncluttered views as far as the eye can see, a long line of panelled window like ports with no vertical frames will be installed

accordingly.

The Columbus Sport 50 sports a semi displacing aluminium hull and superstructure and will be equipped with a pair of MTU 2,000 HP engines. Foreseen top speed is of 20 knots which drop to 15 at the recommended cruising speed. At 12 knots the yacht's range exceeds 3,000 nautical miles. The scheduled time of delivery is by the summer of 2020 in time for its debut the same year at the Monaco Yacht Show.

For further information: Columbus Yachts; Calata Marinella, 80133 Naples; tel. +39 081 0900112, fax 081 223445; www.columbusyachts.com – info@columbusyachts.com





Superyacht

CANTIERE NAVALE MOSTES

WORK IN PROGRESS

PROJECT AUDACE

by Fabiano Maresca

Audace 80 was taken off her chocks and hit the water for completion last February at Mostes Shipyard in Genoa. This is the yard's first "navetta" to have been designed and built on their premises. After testing a pair of heavy duty 381 HP MAN engines installed into the 24 metre steel displacing hull, the special resin deployed in isolating the in line drives and the noise and vibration dampening systems, work has begun to finalize the interiors and decor.

Project Audace 80 was conceived to privilege and ensure comfortable ocean crossings to all on board while





Cantiere Navale Mostes

Superyacht WORK IN PROGRESS

Progetto Audace

enjoying the pleasure of cruising unhurriedly. An adequately large fuel tank in fact delivers range enough to cross oceans, while a weight saving superstructure in aluminium helps to optimize stability in terms of pitch and more so of roll in spite of the gyroscopes installed as well as facilitating the distribution of weights.

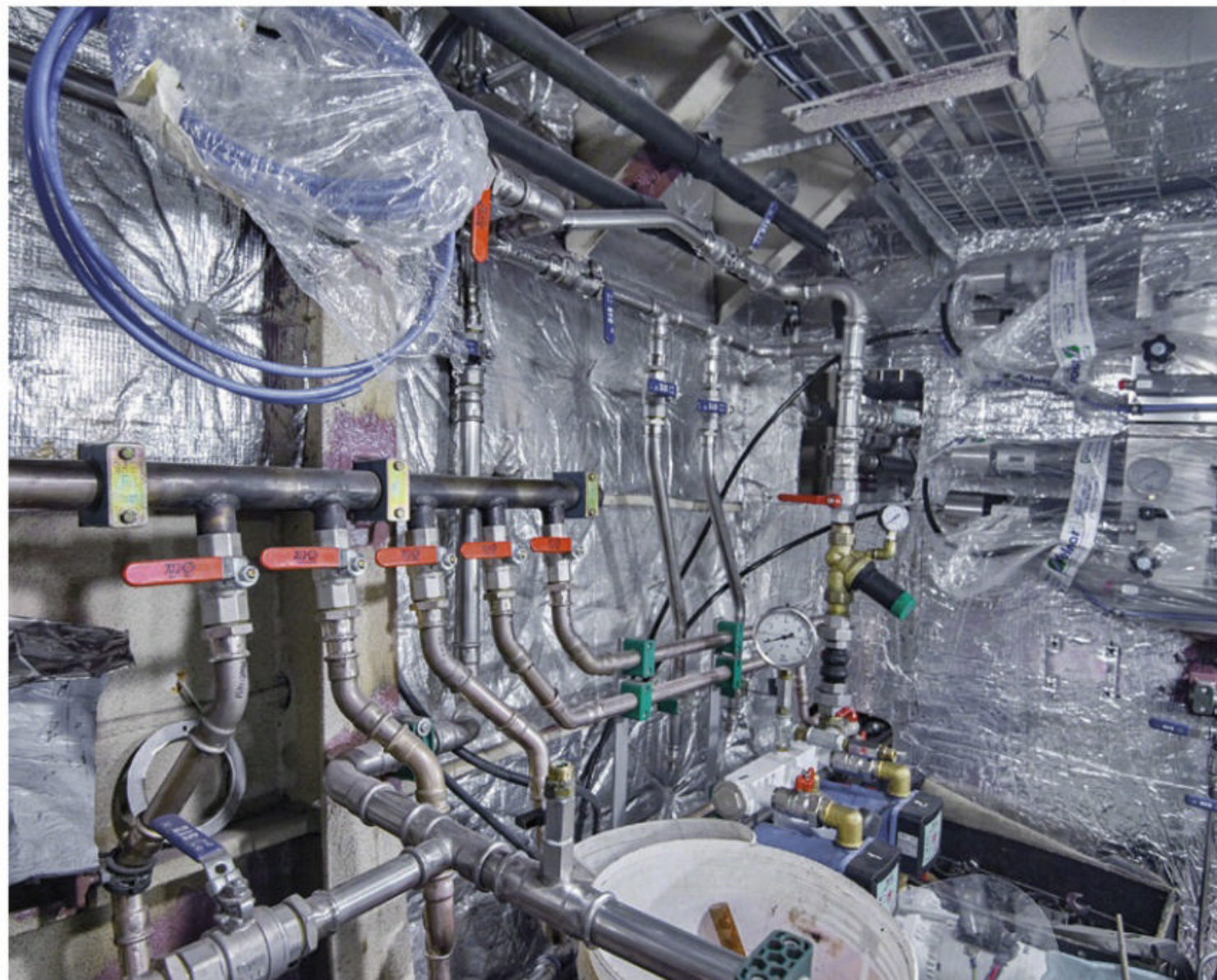
Audace 80 sports three decks, the lower one comprises guest accommodation with two VIP suites and two twins as well as the crew's. The owner's suite and shared areas are situated along the main deck. The upper deck hosts a functional self contained helm controls station while aft of it towards the stern there's a spacious open air lounge area in which to relax and a dedicated stowage space for the tender.

For further information: Cantiere Navale Mostes; Via Pra 11/B, 16157 Genova, Italy; tel. +39 010 665292; www.cantierimostes.it – info@cantierimostes.it

TECHNICAL DATA

LOA: 25.59 – LWL: 23.43 m – Beam: 6.48 m – Draught fully laden: 2.20 m – Displacement: 110 tons – Displacement fully laden: 125 tons – Engines: 2x381 HP MAN D2876 – Top speed declared: 12 knots – Recommended cruising speed: 9 knots – Range at 8 knots: 5,000 nm – Ballast: 7,450 litres – Water tank capacity: 2,500 litres.





HEESEN YACHTS

Superyacht

WORK IN PROGRESS

PROJECT COSMOS

by Daniele Carnevali

Heesen Yachts has revealed a number of details concerning 80.70 metre Cosmos, the yard's largest so far.

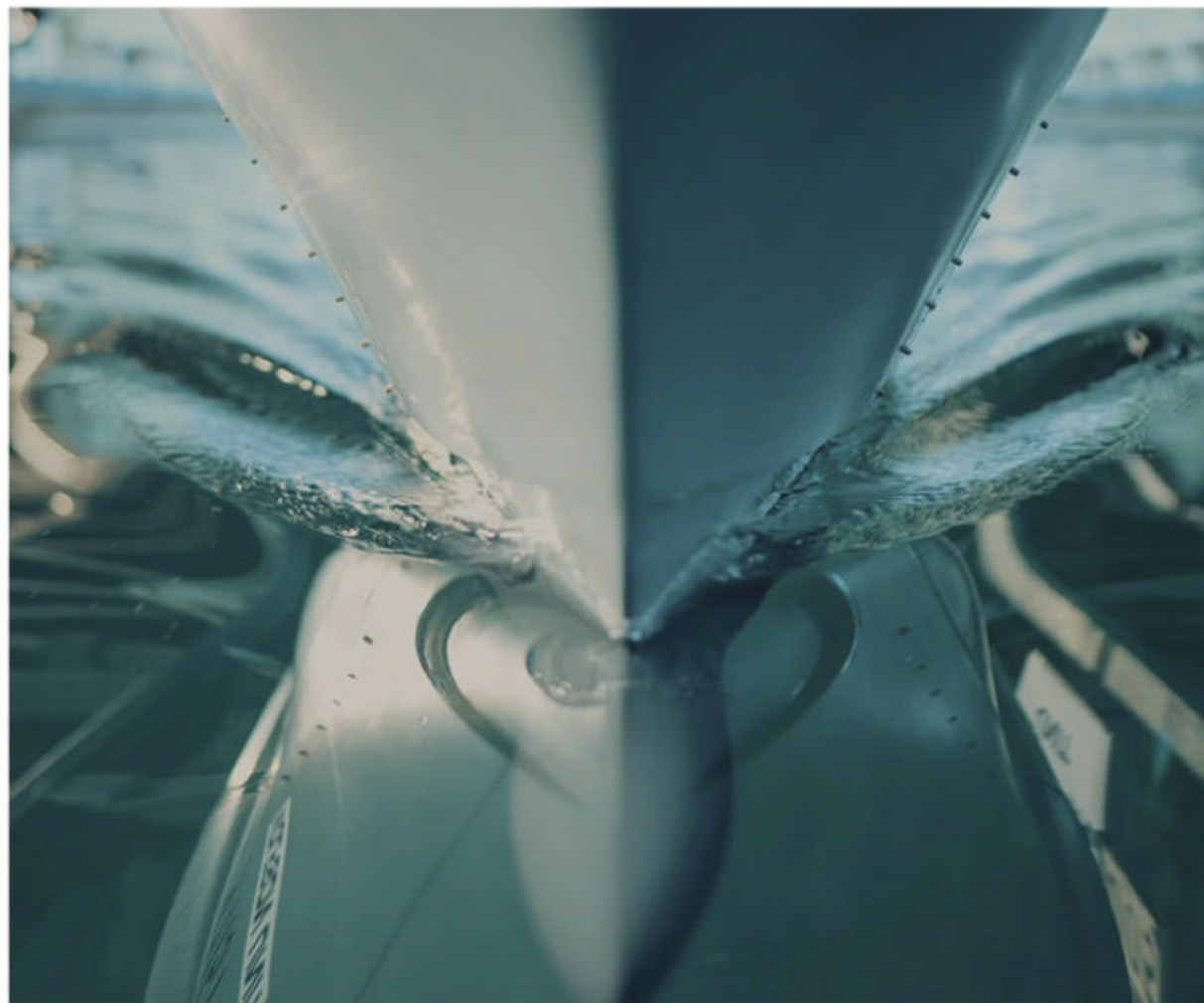
Code named YN 19480 this all aluminium fast superyacht sets a new record in terms of performance as well. Heesen which is well known for the celebrated "Octopussy" and more recently for "Galactica Star", "Galactica Supernova" as well as "Home" has set a new record since. According to Heesen Cosmos boasts a top speed of nearly 30 knots and a recommended cruising one of 20 for such are the owner's requests which called for extraordinary project design work and engineering. To be sure of obtaining the





results requested Heesen resorted to FDHF technology (Fast displacement Hull Form) by Van Oossanen but not only. The yard decided to build in aluminium to save on displacement while adopting Backbone construction methodology which essentially increases rigidity without increasing weight.

Tank tests with a 3.70 metre scale segmented model of the yacht followed at Wolfson Unit in Southampton to check out ease of hydrodynamic flow, drag, speed and last but not least the hull's behaviour related to given loads affecting



Heesen Yachts

Superyacht WORK IN PROGRESS

Project Cosmos

flow. In fact the Backbone system adopted entailed shaping FDHF for Cosmos which necessarily requires a deeper draught and a sleeker hull below waterline to optimize the degree of water flow towards the propellers. This translates in enhanced performance and greater efficiency which allow Cosmos to cruise fast with relatively lower fuel consumption.

To this end, Rolls Royce technicians developed a fine tuned Promas system (which entails the integration of props and rudder blades into a single unit to optimize hydrodynamic efficiency further) specially for Cosmos. This was carried out initially by deploying CFD technology, followed by their own software and finally tank tested with a 1:11 scale model at Rolls Royce Hydrodynamic Research Centre based in Kristinehamn, Sweden.

“Project Cosmos has set a new record but not only for Heesen but generally for all aluminium built custom yachts” said Arthur Brouwer CEO at Heesen. “We’re pushing the boundaries concerning performance and technical capacity. This 80.7 metre has not only been designed to reach about 30 knots, but also to cruise at twenty and in the most efficient way possible. The solutions we’ve implemented to reach all these requisites are once again driving the superyachting forward, just as Heesen has always done, with innovative and ground breaking projects throughout its 40-year history”.

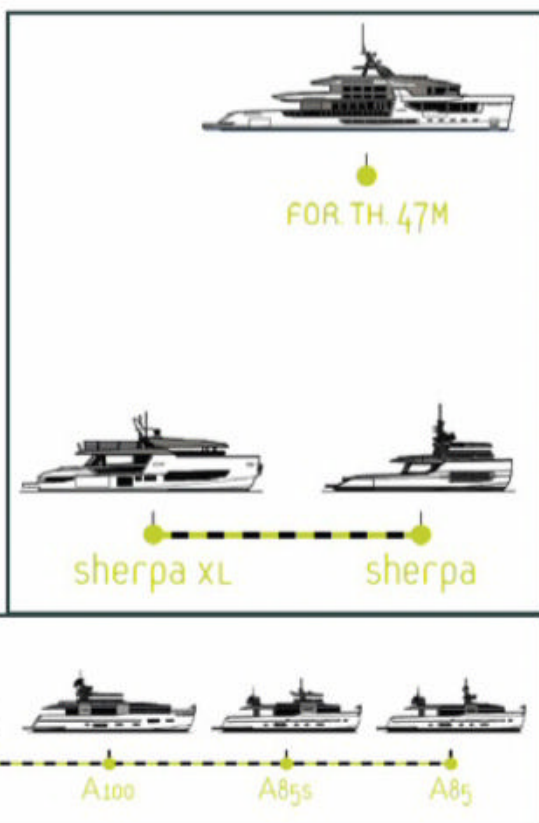
For more information: www.heesenyachts.com





TEN YACHTS FOR ARCADIA – There are currently ten yachts worth about 40 million euro in construction at Arcadia Yachts' renovated ship yards. This equals to a building capacity of just 61%. After all this Italian yard purchased 21% of the Torre Annunziata Marina last year thereby increasing the whole of the surface area dedicated to construction to as many as 47,000 square metres. Production phases have been optimized and it is now possible to line up as many as seven units side by side in the final stages of construction and four in the same manner in the early stages. More specifically there are two A85 in construction, two A105, one A115, three Sherpa and two Sherpa XL, some of them are on spec and ready for interior decor.

For further information:
www.arcadiayachts.it



AMER'S SIXTEENTH CENTO – The sixteenth Amer Cento was sold in the course of January last, the second of the year. The success of this model is partly due to the success Volvo Penta IPS engines are having and to the hull shape of the Amer Cento and the possibility clients have in personalising interiors as they please. In fact Tini the architect in charge is there to shape and adjust interior layouts accordingly based on a vast range of alternatives in terms of fine fabrics and always innovative architectural solutions. Amer Cento can cruise very quietly at just nine knots in econ mode or accelerate to a top speed of 28 knots in a matter of seconds.

For further information: www.ameryachts.it



THE K42 AUDACE HITS THE WATER – On Monday January 14th the almost 43 metre explorer model built by Cantiere delle Marche for Andrea Merloni Indesit's President. The project for this yacht derives from a close working relationship between Merloni and Pezzini founder of Floating Life who involved Studio Sculli and Hydro Tec. "Audace is a project which underscores CDM's know how and organisational capacity" declared Ennio Cecchini co founder and CEO of the shipyard.

"This yacht has brought about a turning point for the yard due to its uniqueness and its size inasmuch as a new hang-



ar had to be built specially in order to build boats of this size which gave the yard considerable stimulus and impetus. Since then we've had several orders for yachts over 40 metres" said Gabriele Virgili, Cantiere delle Marche President. For further information: www.cantieredellemarche.it

CODECASA'S 43 FB HITS THE WATER

Cantieri Codecasa has recently announced the construction of C122. The launch with the yacht still to be finalised took place in the presence of the yard's workforce and their families on February 16th at 9.35 a.m. Fulvia Codecasa cut the ribbon. In the course of the next few months the yacht



will be finalised and tested in time to be presented at the Yachting Rendez-Vous scheduled to take place in Viareggio May next.

For further information: www.codecasayachts.com

RECORD SALES FOR AMELS – Dutch yard Amels has announced the sale of a new 55 metre from the Amels 180 Limited Edition series. Today this is the shipyard's 25th superyacht of this Limited Edition model to have been sold since 2007 which was the debuting year.

“The sale of this 25th has represented a milestone because it shows the strength of our Limited Edition” commented Sales Director Rob Luijendijk. “When we presented it more than a decade ago, I never thought our concept of a fast delivery based on standardized platforms on which to build



the interiors accordingly, would have been accepted by the market so quickly. What underscored our success was the fact we continued to push this concept, as we evolved and personalising every Limited Edition according to each owner's requests. Every single yacht has a character of its own and so will the next one”.

For further information: www.amels-holland.com

HAKVOORT'S SHIPYARD LAUNCHES NEW FLAGSHIP – Hakvoort Shipyard has recently launched the 63.7 metre explorer yacht “Scout” the largest unit ever built by this prestigious Dutch yard. Code named project Brio, Scout derives from collaborative joint work from renowned design studios: H2 Yacht Design handled the styling and Diana Yachts Design drew up the naval architecture.

“Scout has been an enthusing project for the whole H2 Yacht design Hakvoort teams. The owner wanted a sturdy robust yacht in explorer clothes but which had to look like a converted commercial ship. We promptly installed reversed forward facing window like panels in the bow section as seen on large trawlers' and other work boats' helm controls

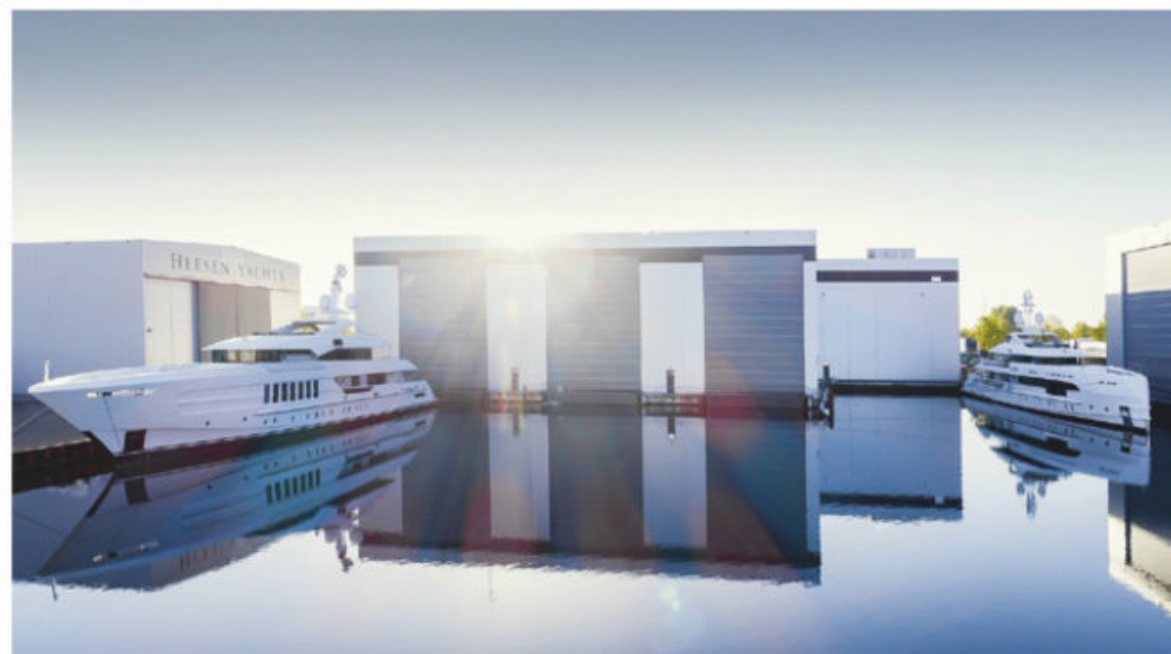


stations. We then set about positioning cradles onto which tenders could be stowed in the bows just to add that little extra work boat look” said Johnny Horsefield of H2 Yacht Design.

Scout has accommodation for up to eight guests in four cabins. Delivery is scheduled for Spring 2019.

For further information: www.hakvoort.com

HEESEN'S 2019 – Dutch yard Heesen Yachts is readying for a rich and successful 2019. In the course of January last it launched 55 metre FDHF Project Antares, the first of the five yachts which have been scheduled for launching this year at the Oss premises. “In 2018 our core business market increased a little, which to us was a good sign, and the past one has been a good year for us as well” said Arthur Brouwer Ceo at Heesen. “we're currently witnessing a slow but steady growth in the number of clients and our expectations for 2019 are to continue this way”. Brouwer continued. “The largest market segment goes from 40 to 60 metres and we're still active there. However



Heesen has strategically gone in for the yachts on spec market between 50 and 60 metres. That's where we've found more potential, in line with the 60 to 80 metre full custom market". In the course of this year Heesen will be offering the new 57 metre explorer again. First presented in 2018, the first yacht of the kind drawn up in 41 years and will also be investing in developing further shipyards and increasing the current workforce. Brouwer added "This represents our company's policy, we've bought new spaces for our division dedicated to interiors and decor in Winterswijk and we're taking people on. Heesen is growing rapidly at this point in time".

For further information: www.heesenyachts.com

ISA LAUNCHES AGORA III – "Agora III", the first 43 metre aluminium alloy yacht by ISA Yachts hit the water January last. With project design work by Luca Dini and naval architecture by Francesco Rogantin. Ordered in



2017, she will be sailing to Japan following a series of trials where Agora III will become the Country's largest private resident yacht.

For further information: www.isayachts.com

OCEANCO DELIVERS PROJECT BRAVO

Oceanco has delivered the 109 metre "Project Bravo" which is the first unit produced with new management. Life Design, where Life is the acronym for "Lengthened, Innovative, Fuel Efficient and Eco-friendly". The project design work is by Nuvolari Lenard, while the decor is by Raymond Langton Design and the engineering is by Lateral. "Project Bravo" features an extremely efficient hull developed to cruise with less power which its size would normally require and is therefore also less polluting.

The engine room hosts a hybrid system which can be configured to optimize performance – consumption and efficiency accordingly. The exteriors take after a sport boat's lines as they're sleek and look the part in the water thanks

to the harmony of its external lines. "The new design will surely create an innovative approach in terms of style", said Carlo Nuvolari. The interior layout is sophisticated, the decor is elegant while being absolutely contemporary.



Pascale Reymond added "We've been working closely to obtain welcoming cozy interiors the owner wanted for all his guests".

For further information: www.builtbyoceanco.com

MANGUSTA MAXI OPEN 110 TAKES TO THE WATER

February last hull number 4 of the Mangusta Open 110 series was off the slip and into the water. This is a high performance model equipped with a pair of MTU 2,600HP diesels with a top speed of 33 knots. The interiors are all custom for a European owner who specially requested Dutch designer Piet Boon's contribution in handling the decor with the shipyard.

For further information: www.mangustayachts.com



PERINI NAVI'S MINISUPERYACHT IS LAUNCHED – In the form of a Perini's planing Eco tender the first of its kind for this renowned Italian shipyard takes to the water. This 25 metre tender has been created



as support boat to a Perini Navi's 52 metre sailing yacht to fulfil the requests and needs expressed by the owners.

"The Eco-tender's lines are classic and elegant which recall the same style of Perini Navi's historic sailing fleet, from the navy blue of the hull to the red of the waterline" explained Lamberto Tacoli President and CEO. "It is not a plain tender, it represents an all new typology of super tenders equipped with avant – garde technology and unprecedented comfort". This boat has loads of innovative solutions starting with hybrid propulsion which allows you to choose between four diverse navigation modes: Plain diesel, Hybrid, diesel-electric, and zero emissions. Other features Are I-Bridge Multitouch by Team Italia and an Anchor Watch System.

For further information: www.perininavi.it

PERSHING'S NEW 140 HITS THE WATER – Gruppo Ferretti's innovative Superyacht Yard in Ancona launches the new Pershing 140 designed with Fulvio De Simoni. This is the first Pershing to have been built at the Super Yacht Yard and the first one in history to have been built entirely with aluminium alloy. This yacht's aggressive profile blends unprecedented design lines with iconic details recognizable only in Pershing's more recent models. This yacht features an original stern layout and the raising of the cockpit area adds visibility.

"Anyone who has cruised on a Pershing will recognize the adrenalin felt every time you bank. A unique emotion you experience in absolute comfort as the sea flows fast. The Pershing thrill reaches its maximum expression in this new flag ship: a natural evolution of the range, this Pershing 140

is a work of engineering art which well encourages drive towards innovation through the know-acquired in 30 years of experience", commented Alberto Galassi CEO at Ferretti Group.

For further information: www.pershing-yacht.com



A FEADSHIP INITIALLED VITRUVIUS – Vitruvius Yachts has recently announced the launching of "Najiba" the first one to have been built by Holland's Feadship De Vries. "Najiba" is all of 58 metres in aluminium alloy and is fruit of collaboration and team work between them-



selves and Vitruvius Yachts at the head of which there's renowned designer Philippe Briand as well as the competent owner who is at his third yacht. The overall result is a harmonious and minimalist looking yacht with an efficient hull featuring a lovely vertical bow. "Najiba" reaches 16 knots and at 12 requires 11.5 litres a mile. Considering a gross tonnage of 880 GT this is a notable result. The interiors are all by Studio Liaigre.

For further information: www.vitruviusyachts.com



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